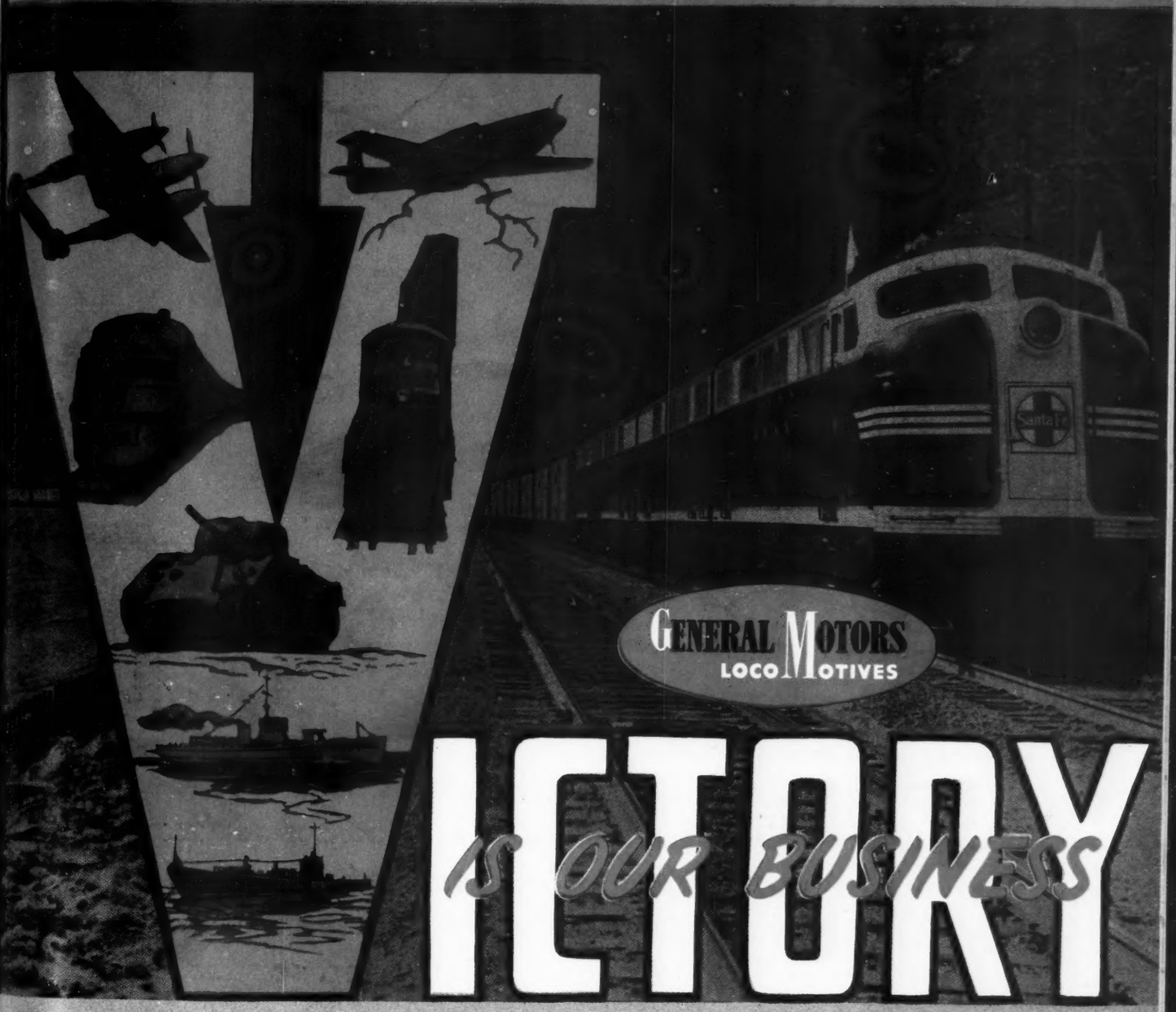
December 19, 1942

Railway Age

Founded in 1856



WITH our armed forces now engaged on all fronts, each and every one of us here at home must produce more—if needs be, sacrifice more—to support our boys, if VICTORY is to be ours.

All of the 104 General Motors plants and operating units in the United States and the five General Motors plants in Canada, with close to 350,000 men and women employees . . . GM suppliers and subcontractors, with more than 300,000 employees—are dedicated to producing an ever-increasing volume of fighting tools, equipment and supplies to "Keep 'em Rolling"—"Keep 'em Flying"—"Keep 'em Fighting." And on the transportation front, more than 1100 General Motors Diesel Locomotive Units now in switching, transfer and road service on 80 American railroads, in heavy industries, war production plants, et cetera, are providing fast, efficient and dependable TRANSPORTATION which is so vital to VICTORY.

THE AMERICAN WAY WILL WIN

ELECTRO-MOTIVE DIVISION

GENERAL MOTORS CORPORATION — LA GRANGE, ILLINOIS, U.S.A.

Published weekly by Simmons-Boardman Publishing Corporation, 1309 Noble Street, Philadelphia, Pa. Entered as second class matter, January 4, 1933, at the Post Office at Philadelphia, Pa., under the act of March 3, 1879. Subscription price $6.00 for one year U. S. and Canada. Single copies, 25 cents each. Vol. 113, No. 25.

Railway Age

With which are incorporated the Railway Review, the Railroad Gazette and the Railway Age-Gazette. Name registered U. S. Patent Office.

Vol. 113 December 19, 1942 No. 25

PUBLISHED EACH SATURDAY BY THE SIMMONS-BOARDMAN PUBLISHING CORPORATION, 1309 NOBLE STREET, PHILADELPHIA, PA., WITH EDITORIAL AND EXECUTIVE OFFICES AT 30 CHURCH STREET, NEW YORK, N. Y., AND 105 W. ADAMS STREET, CHICAGO, ILL.

WASHINGTON, D. C.: 1081 NATIONAL PRESS BUILDING. CLEVELAND: TERMINAL TOWER. SEATTLE: 1038 HENRY BUILDING. SAN FRANCISCO: 300 MONTGOMERY STREET, ROOMS 805-806. LOS ANGELES: 530 WEST 6th STREET.

SAMUEL O. DUNN, CHAIRMAN. HENRY LEE, PRESIDENT. ROY V. WRIGHT, VICE-PRESIDENT AND SECRETARY. F. H. THOMPSON, E. T. HOWSON, F. C. KOCH, R. E. THAYER, H. A. MORRISON, VICE-PRESIDENTS. J. T. DeMOTT, TREASURER.

SAMUEL O. DUNN, EDITOR. ROY V. WRIGHT, MANAGING EDITOR. ELMER T. HOWSON, WESTERN EDITOR. JAMES G. LYNE, ASS'T TO EDITOR. C. B. PECK, ALFRED G. OEHLER. E. L. WOODWARD. J. H. DUNN. D. A. STEEL. R. A. DOSTER. H. C. WILCOX. NEAL D. HOWARD. CHARLES LAYNG. GEORGE E. BOYD. WALTER J. TAFT. M. H. DICK. JOHN S. VREELAND. ARTHUR J. McGINNIS. J. L. STOVER. C. B. TAVENNER. LIBRARIAN: EDITH C. STONE. EDITORIAL ASSISTANT: LOUISE MULLER.

RAILWAY AGE IS A MEMBER OF ASSOCIATED BUSINESS PAPERS (A. B. P.) AND AUDIT BUREAU OF CIRCULATIONS (A. B. C.).

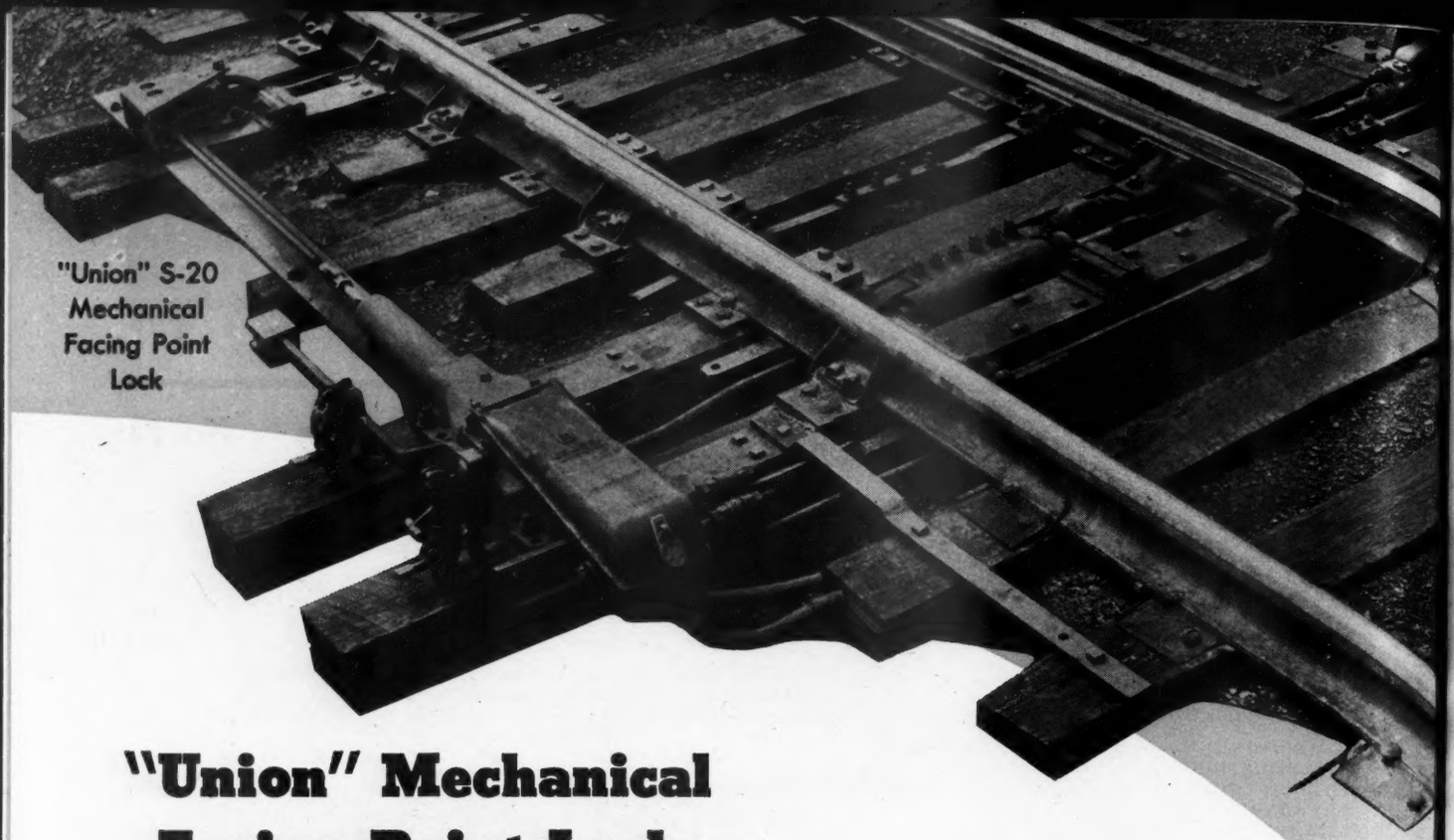
SUBSCRIPTIONS, INCLUDING 52 REGULAR WEEKLY ISSUES, AND SPECIAL DAILY EDITIONS PUBLISHED FROM TIME TO TIME IN NEW YORK, OR IN PLACES OTHER THAN NEW YORK, PAYABLE IN ADVANCE AND POSTAGE FREE. UNITED STATES, U. S. POSSESSIONS AND CANADA: 1 YEAR, $6.00; 2 YEARS, $10.00; FOREIGN COUNTRIES, NOT INCLUDING DAILY EDITIONS: 1 YEAR, $8.00; 2 YEARS, $14.00. SINGLE COPIES, 25 CENTS EACH. H. E. McCANDLESS, CIRCULATION MANAGER, 30 CHURCH STREET, NEW YORK.

In This Issue

★

The Railway Age is indexed by the Industrial Arts Index and also by the Engineering Index Service

PRINTED IN U. S. A.

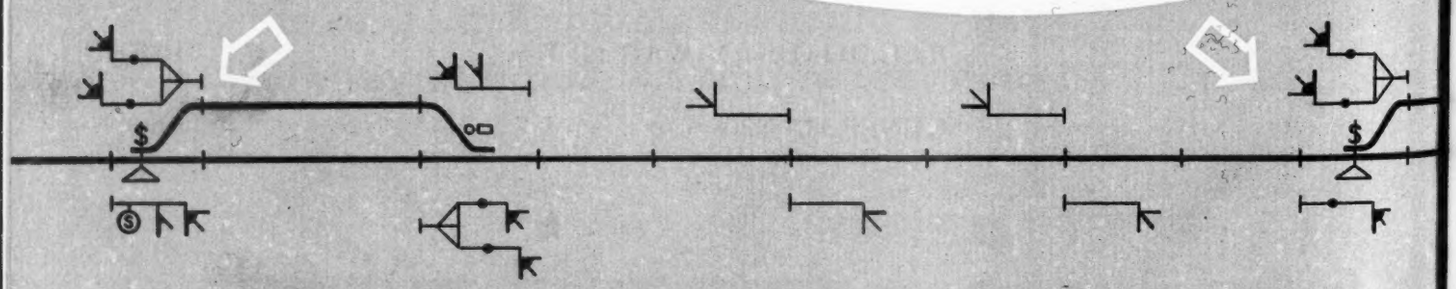


"Union" S-20 Mechanical Facing Point Lock

"Union" Mechanical Facing Point Locks *are effective in C. T. C. territory!*

"UNION" Mechanical Facing Point Locks find important applications on spring switches in C. T. C. territory. The track diagram shows the application to two spring switches, one at the end of a stretch of double track and the other one at end of an adjacent passing siding. The passing siding, except in rare instances, is operated directionally. The spring switch provides the desired facility for rapid and non-stop movement of trains from the siding to the main and from double to single track when authorized by signal indication. With the two spring switches equipped with the mechanical facing point locks there is no need for the speed restrictions which ordinarily would have been imposed on trains operating in the facing point direction.

The operation of the locking plunger is the unique feature of the mechanical facing point lock. As a train trails a switch, the flexing of the switch points causes the locking plunger to automatically withdraw from a standard lock rod, unlocking the switch for the trailing movement. The facing point lock prevents opening of the points in cases of a broken spring, or failure of the buffer or the operating rod, and guards against shifting of the points under train movement. » » » » » »



First introduced in 1932, the "Union" Mechanical Facing Point Lock has speeded transportation at over 700 locations

UNION SWITCH & SIGNAL COMPANY

SWISSVALE, PA.

NEW YORK CHICAGO ST. LOUIS SAN FRANCISCO

RAILWAY AGE

Efficiency FOR VICTORY

"Public Works for Prosperity"

"Since 1920," says Walter Lippmann, "men have discovered the principle of prosperity. This discovery is much the most important advance in human knowledge in modern times. It is the discovery that government can by the proper use of public funds create a condition of full employment for all its people."

This is not a "discovery" since 1920 or any other date; but its exploitation as such, and as a specific for prosperity, cannot be ignored, because it is the most dangerous form of propaganda now prevalent. There never was a time when economists did not know that full employment could be provided by government spending. What they have not known, and do not know now, is that government spending would cause "proper use of public funds," or could cause prosperity. For prosperity cannot be caused merely by full employment. It can be caused only by such large production and distribution of things people *need and want* as will cause full employment.

Commodities and public works should be provided in accordance with the *voluntarily* expressed needs and desires of the people. When a huge program of public works apparently is required to provide full employment, that is a sure sign there is something wrong with a nation's economy which disables the people from creating, on their initiative, a demand for commodities and public works sufficient to provide full employment. Extensive public works constructed merely to provide employment inevitably lead to "planned economy" and collectivism. Their cost is necessarily a charge, through taxes, on private enterprise. They are parasites on tax-paying and self-supporting private enterprise, and at the same time compete with it. Their competition is wholly unequal because, although tax-supported they are tax-free. They consequently cause private enterprise to dwindle in comparison with public works. As the flow of capital into private enterprise diminishes, its opportunities for employment are further restricted—giving excuse for still larger public expenditures and taxation, which cause still further shrinkage in private business.

Private enterprise in this country has in times past fully employed the working population. It can do so again if government will quit increasing taxes on it to provide means of government competition with it, and will remove from it elements of monopoly which curtail its power to function. With genuine freedom restored to it, private enterprise would once more employ the entire working force, provide a constantly rising standard of living, and enable retention by the people of their political as well as their economic freedom.

Gigantic public works are the road to totalitarian collectivism, because they take away more and more customers from the private enterprise which is taxed to pay for them, until overburdened and underpatronized private business succumbs. Government is then the sole employer, and such freedom as the people retain is only so much as their bureaucratic bosses choose to leave them. German and Soviet Russian experience shows that the political and economic freedom retained by the people is nil, and that their well-being is disregarded.

Under a collectivist economy it is not what people want that is produced, but what the bureaucrats think they should have. Do the American people want the goods available for purchase at retail stores to be restricted to selections made by the National Resources Planning Board, Mrs. Roosevelt or Harry Hopkins? That is the end of the road we are traveling under Mr. Lippmann's slogan of "public works for prosperity."

Politics and Planes

It does not seem likely that post-war air transportation of freight will be satisfied with restraint within its purely economic precincts—as so ably and candidly outlined by President W. A. Patterson of United Air Lines in the address reported in the *Railway Age* of December 5, page 920. Rather, it appears highly probable that promoters of this type of transportation will insist—not entirely without plausibility—that national safety will require this country to maintain supremacy in the air, and they will use that contention as an argument for the nation to support a sky-full of cargo planes, whether economically justifiable or not. Witness the following quotations from a recent speech by L. W. Pogue, chairman, Civil Aeronautics Board:

"The realization of the highest estimate for the 1975 peak [i. e., of air passenger traffic], 42 times recent levels, would require only about 8,000 planes of present DC-3 capacity. This is a large number of aircraft when compared with the 350 which the domestic airlines had shortly before the outbreak of war. It falls far short of providing the tens of thousands of planes which may in the future be required in an instant for our national security. If such numbers of planes are to be maintained in the future as an auxiliary wartime reserve and are meanwhile to be placed in economic service, they must be used in the carriage of air cargo. . . .

"Drawing in the foreseeable future upon the 'high-grade freight tonnage,' it [i. e., air cargo transportation] will probably also draw some upon the cargo now carried by trucks. A progressive diversion of even something like half the limited amount of high-grade cargo now carried by our surface transportation system would be a significant achievement for air transportation. It would probably require a fleet of some 25,000 to 30,000 planes of various sizes. A pace in progress would be set for a world to follow. Considerations of national security alone may demand it. . . .

"A new accent will be placed upon the national defense value of an expanded commercial air-transportation system. We may have to measure the requirements of our national security in terms of aircraft, airports, and airways, of production capacity, and consider seriously the advisability of subsidizing in our civil air-transportation facilities an aircraft reserve for national defense purposes."

The argument that Mr. Pogue uses is the complete reverse of an economic one. He starts first with the need for many tens of thousands of planes and a large plane-producing capacity for purposes of military security—and then seeks commercial expedients by which these goals may be attained in peacetime. Major Al Williams, the noted aviation enthusiast, has been writing in the Scripps-Howard newspapers to the same effect—that is, that this nation must operate tens of thousands of planes on world-wide routes for military purposes, and that this fleet may be made partially self-supporting by having it carry cargo, presumably at whatever rates are necessary to get the business. One important consideration, which these proponents appear to have overlooked, is that if 50,000 planes have to be kept going in peacetime so that they may be available in time of war, then *surface transportation must always be prepared to take over all the freight traffic the planes handle.* Where is the money coming from to compensate surface transportation for maintaining such "stand-by" capacity—especially if, as most air transport promoters insist, surface transportation agencies are to be forbidden the opportunity themselves to engage in air transport?

If 50,000 commercial planes are to be maintained as a military aid in event of war, then surface transportation to replace these planes when they go to war is just as important a military concern as the planes themselves.

Fire Resistant Construction

Fire, the "great destroyer," ever an enemy of the railroads, is more than ever their enemy today in view of the unprecedented load that they are carrying as their part in the war effort. The consequences of fire cannot be counted in property damage alone, serious as this may be—they include now more prominently than ever, the possible interruption of operations on the line, in the shop or terminal, or elsewhere—interruptions that can sabotage the war effort of the railways through congestion and delays, if not complete stoppages, just as positively as though designed and carried out by enemy agents.

In such a time as now, railway officers and employees must be more than ever fire-conscious. Thousands of railway structures today have a very definite, if not vital, part in our war effort. They must not only be protected against fire, insofar as practicable, to insure that they, individually, will be able to play their part, but, of greater importance, they must be protected to the extent that they will not jeopardize the usefulness of other facilities that may play many times more important parts. The monetary loss in the destruction of a timber bridge, a shop building or an interlocking tower may be inconsequential compared with the consequences arising out of the destruction of equipment, or the blocking of tracks.

It is recognized that it is not practicable to render all of the present combustible structures fire resistant. However, some officers too often question whether to incorporate fire-resistant construction in a new structure, or to fireproof an existing potential fire hazard, on the basis solely of the immediate cost involved, with too little consideration of those other factors which may now transcend in importance all other conditions. In the light of today's greatly intensified, war-critical character of railway operations, such a narrow formula is completely out of step with requirements.

An article elsewhere in this issue shows how seriously one railroad views the possibility of fires in interlocking towers, the "nerve centers," as it points out, of railroad operations. This road is engaged in a program of increasing the fire resistance of thirty frame interlocking towers over its lines.

Significant in itself, this program is more significant in the implications which it holds for hundreds of other equally important railway structures over the country,

structures which are potential "fuses" in the vital link of railway transportation. Significant, also, is the fact that the results are being accomplished almost entirely with the use of non-critical materials, and at relatively modest cost.

Advice from the Communists

The Communists are trying to help their New Deal and railway labor-union friends promote government ownership and operation of railways. The Daily Worker (N. Y.) is the organ of the Communist party. W. Z. Foster has been three times its candidate for president. In an article in the Daily Worker of December 7, Foster said: "The railroads are now rapidly sinking into difficulties. . . . The basic thing the railroads must do . . . is to make better use of their present manpower and equipment. . . . This can be done effectively only under government operation. . . . Labor Research Association estimates that government control would increase the carrying capacity of the railroads 35 to 40 per cent. The experience of government control during the first World War justifies this conclusion."

Compare these unsupported *assertions* with the following incontrovertible *facts* showing what occurred on the railways during 10 months of war-time *government* operation in 1918 and 10 months of war-time *private* operation in 1942.

War-time government operation in 1918 increased freight traffic handled 2 per cent and passenger traffic handled 14 per cent—an increase in *total traffic units* handled of 5 per cent. War-time *private* operation in 1942 increased freight traffic handled 33 per cent and passenger traffic handled 74 per cent—an increase in total traffic units handled of 39 per cent.

Government operation used manpower so inefficiently that it *reduced* output per employee by increasing the number of employees over 6 per cent to handle an increase in traffic units of 5 per cent. Private operation used manpower so efficiently that it *greatly increased* output per employee by handling an increase of 39 per cent in traffic units with an increase of 12 per cent in employees. Government operation increased expenses 38 per cent. Private operation increased them only 26 per cent in handling a relatively *eight times* larger increase in traffic.

Government operation, because it increased traffic handled so little and expenses so much, made advances in rates increasing revenue per passenger-mile 16 per cent and revenue per ton-mile 19 per cent, and nevertheless got an increase in gross earnings of only 21 per cent, which fell far short of covering its 38 per cent increase in operating expenses. Private operation, because it increased traffic handled so much, was able, with an increase of only 10 per cent in revenue per passenger-mile and an actual *decline* in revenue per ton-mile, to increase its gross earnings 38 per cent, which much more than covered its increase of 27 per cent in operating expenses.

Railway taxes were increased only 6 per cent under government operation in 1918, and 111 per cent under private operation in 1942. But in spite of the *much larger advances in rates and much smaller increase in taxes* in 1918, government operation reduced net operating income after taxes 27 per cent, and incurred a deficit for the taxpayers to pay which was much larger than the taxes the railways paid. Because of incomparably greater efficiency, the railways in 1942 under private operation incurred no deficit for the taxpayers, but paid *$853 million more, or six times as much,* taxes as in 1918, and yet *increased* their net operating income 37 per cent.

So much for Communist Foster's claim that "the experience of government operation during the first World War justifies the conclusion" that it would increase railway efficiency during this war!

The New Dealers and labor union leaders, with the approval of their Communist friends, are now playing both ends against the middle to destroy current railway net earnings due, as above demonstrated, to efficient operation. The New Dealers demand a $500 million a year reduction of rates. The labor leaders demand advances in wages as yet difficult to estimate, but apparently amounting to $780 million a year. New Dealers and labor leaders heretofore have had common objectives. Are they in conflict now? Or are they, with Communist aid, making attacks on two fronts with the common purpose of sabotaging and destroying private management?

The contrast between the results of war-time government operation in 1918 and of war-time private operation in 1942 has not failed to impress the public mind; and the public will decide which it prefers.

The Kind of Efficiency Which National "Planning" Brings

"If organization is made an end in itself, the struggle for power over the organization becomes necessarily a struggle for power within the organization. Economically this means that business in the totalitarian states has to pay heavily for wasteful and useless red tape. In Germany these payments are estimated to amount to 25 per cent of industrial costs.

"Since nobody has any decisive authority save the planning board at the top, every small detail has to be referred to countless conflicting authorities. An everyday matter such as permission to accept an export order requires up to 120 different permits and forms. Socially the enthronement of organization as supreme has led to the emergence of the organizing bureaucracy as the socially most powerful class."

—From "The End of Economic Man," by Peter F. Drucker. Published by John Day, N. Y.

No Fires In These Towers

Protective measures designed to render them immune to damage or destruction are now being applied to 30 buildings in this vital category on the Norfolk & Western

The Interlocking Tower at Walton, Va., After Fireproofing

HAVING had an opportunity on a recent occasion to perceive what happens when important interlocking towers, "nerve centers" of railroad operation, are put out of action by fire, the Norfolk & Western was so impressed with the disastrous nature of the consequences that it has undertaken a program to fireproof all the important towers on its lines that are of frame construction. Involving a total of 30 structures, this program is being prosecuted as rapidly as the necessary materials can be acquired and the work performed. In a word, the work consists of encasing the buildings, inside and out, with non-inflammable materials and, with regard to certain features, of replacing wood with metal.

Spurred by St. Louis Fire

The incident that prompted the railroad to undertake this program was the destruction by fire, on July 22, 1940, of the interlocking tower controlling all train and engine movements into and out of the Union station at St. Louis, Mo. The loss of this vital center at such an important location had extremely serious consequences, for the entire interlocking was put out of action immediately and train movements into or out of the terminal could not be restored even partially until an emergency organization, involving manual attendance of the switches, had been organized. Moreover, this emergency set-up, which was costly to maintain, had to be continued until a new tower could be provided.

Incidentally, the old interlocking tower at St. Louis, which was two stories in height, had a concrete foundation and was of brick construction up to the top of the first story. However, because of the necessity for having a maximum area of glass to give the desired degree of visibility for the levermen, the second story was constructed with a wood frame, consisting principally of window sash separated by narrow mullions. Starting in the basement, the fire spread rapidly, apparently traveling along the insulated wiring, and quickly reached the second story. A measure of the rapidity with which the fire gained headway is the fact that, of about 10 men that were in the tower at the time, only 2 were able to escape down the stairway.

Following this occurrence, the Norfolk & Western took stock of its own situation relative to the vulnerability of its interlocking towers. Such structures that have been built on this road in recent years are of fireproof construction, but the original practice was to employ frame construction and many of these earlier buildings are still in service. Therefore, determined to forestall, in so far as possible, any chance of experiencing a disaster such as occurred at St. Louis, this road decided to fireproof the existing frame towers at all the important interlockings on its main line and important branch lines.

This program is now in full progress. As mentioned at the outset, it will involve the fireproofing of 30 towers; of these, 3 have been completed to date. In addition, a number of other structures are being fireproofed, including the operator's houses at two important movable bridges.

Walton Tower is Typical

First among the interlocking towers to be fireproofed was that on the main line at Walton, Va. Since this is typical, as regards both the character of the original construction and the method of fireproofing, a description of the work done at this location will suffice to give an idea of the methods employed elsewhere as well. However, it should be noted that several features of the work at Walton that involved the use of metal could not, because of wartime shortages, be repeated elsewhere, and had to be revised or omitted. These exceptions will be noted in the description.

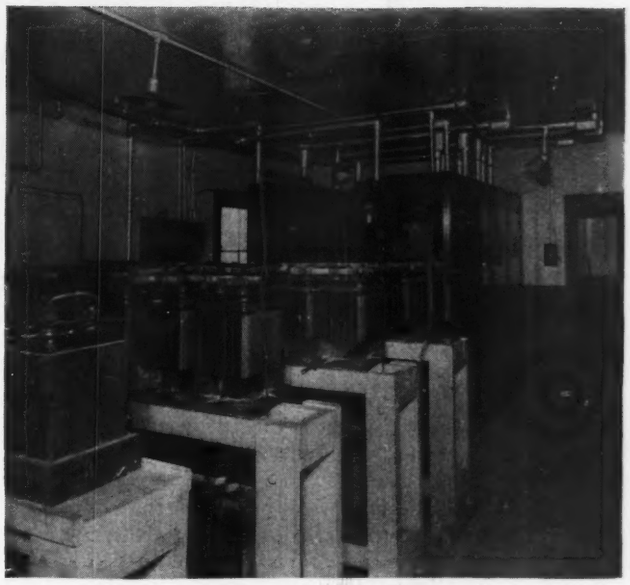
The interlocking tower at Walton is a two-story structure, 17 ft. 8 in. by 23 ft. 8 in. in plan, and has a gable-

type roof. The first floor and the foundation are of concrete but otherwise the tower is of frame construction throughout. On the exterior the walls, prior to being fireproofed, were covered with 1-in. by 6-in. pine lap siding, while on the interior the walls and ceiling consisted of ⅞-in. by 2-in. tongue-and-groove material. The second story had a maple floor on a pine sub-floor laid on 3-in. by 10-in. joists, while the roof, consisting of tin on 1-in. by 6-in. sheathing, is supported by 2-in. by 6-in. rafters. Access to the second floor is obtained by means of an outside stairway at one end of the building, which, before the fireproofing work was done, was of wood construction with a timber enclosure at the second-floor landing. All window sash in the structure were of wood.

Method of Fireproofing

In fireproofing this tower, all of the old siding on the exterior walls was removed and replaced with asbestos shingles laid on slaters felt and with a felt backer strip behind each vertical joint. Since the roof was already covered with tin, this was considered to be adequate protection against fire and no changes were made in this part of the structure. On the interior, the existing wood walls and ceilings were removed and replaced with ¼-in. asbestos board and, for decorative purposes, a quarter-round wood strip was inserted in the fillet at the base and top of each wall surface. A measure of the thorough manner in which the fireproofing was carried out is given by the fact that all exposed surfaces of the window frames, inside and out, were covered with ⅛-in. Transite. In addition, a strip of exterior wood trim at the top of each window was covered with tin flashing.

As a further measure of protection, the spaces between the studs in the walls and partitions were filled with rock wool, and a four-inch layer of the same material was inserted between the ceiling joists on both the first and second floors. In addition, the old maple floor on the second floor was taken up and a layer of sheet tin was applied over the sub-floor, after which a new maple floor was put down. In subsequent projects it has been the practice, because of the shortage of tin, to use a ¼-in. thickness of asbestos board for this purpose.



Interior View of the Battery and Instrument Case Room of the Walton Tower, After Fireproofing

An additional feature of the fireproofing work was the replacement of all the wood sash with steel sash, those in the second floor windows being of the double-hung type while in the first floor windows the sash are horizontally pivoted. Here again wartime material shortages have forced a change in policy; in carrying out more recent fireproofing projects, the existing wood sash have not been changed out.

Still another phase of the fireproofing work at the Walton tower was the replacement of the outside wood stairway with one of all-metal construction. In the new stairway the horses are of 10-in. channels, with metal treads and risers, and the hand-rail, including the posts, is made of structural angles. At their upper ends, the stair horses frame into a structural tower, embodying four posts made of angles, which also carries the landing. The latter consists of a metal plate deck supported on 10-in. channels spanning between the posts, and has a handrail of steel angles along its two exposed sides.

(*Continued on page 999*)

The Interior Walls and Ceilings of the Tower Were Covered With Asbestos Board, As Shown in this View of the Control Room at Walton

Railroad Manpower Needs Studied at A.S.M.E. Annual Meeting

All-day session of A.S.M.E. Railroad Division at New York hears railroad and government officers tell how to meet the present acute shortage of manpower

"PLANNED Conservation of Mechanical Manpower" was the subject of the session sponsored by the Railroad Division during the annual meeting of the American Society of Mechanical Engineers. Held on Thursday, December 3, at the Hotel Astor, New York, the session was presided over by D. S. Ellis, chief mechanical officer, Chesapeake & Ohio, and chairman of the society's Railroad Division. The attendance at the morning session was about 200, this number being increased to over 350 when the meeting reconvened after lunch.

The opening address by F. K. Mitchell, assistant general superintendent of motive power and rolling stock, New York Central, dealt with the methods used to conserve manpower in the mechanical department of the New York Central and advanced a number of specific suggestions for achieving this objective on railroads in general. An abstract of Mr. Mitchell's paper follows.

Another speaker at the morning session was Otto F. Beyer, director, Division of Transport Personnel, O. D. T., who discussed labor utilization in a manpower conservation program and described the benefits of the labor-management co-operative plan, as exemplified by experience on the Baltimore & Ohio since 1924 and the Canadian National since 1925. Mr. Beyer's assistant, Dorothy Sells, who was scheduled to address the division, delivered a 15-minute talk direct from London, England, by courtesy of the British Broadcasting Company, describing the important work now being done by over 100,000 women on British railways and outlining some of the conditions essential for the successful use of women in railway work.

Paul V. McNutt, chairman of the War Manpower Commission, said that no one now or in the future is likely to underestimate the vital necessity of the railroads in war-time transportation. He emphasized, however, that the deferment of railway employees subject to military service is not exemption and railroads should make every effort to secure replacements with men who are older, with women, or minority groups, not previously employed. Mr. McNutt said the present and prospective demands for manpower are so great that both men and women must now be employed, part or full time, for what they can do and not be rejected on account of their respective limitations.

Dean A. A. Potter, Purdue University, stressed the importance of engineers who can design, build and use civilian and war materials, including transportation equipment, and warned of a shortage of technical graduates three or four years from now unless more young men are encouraged to enter and remain in engineering schools. C. E. Brinley, president of the Baldwin Locomotive Works, described briefly the training of production personnel at the Baldwin plant. Brig. Gen. J. S. Hatcher, U. S. A., showed how army ordnance forces, both officers and men, are given intensive training by the straight-line method now applied for the first time to educational processes. Andrew Stevenson, director, Transportation Equipment Division, War Production Board, also made a brief address commenting on the equipment construction program recently authorized for the first half of 1943, and pointing out that the need for efficient production, in conjunction with certain limitations as regards the size of steel plates available, for example, will necessitate confining both new locomotives and cars to a limited number of designs.

The important part played by the Canadian National in the war effort and the increasing use of women for mechanical work on this railroad, was described briefly by E. R. Battley, chief of motive power, Canadian National. E. T. Gangewere, superintendent of motive power, Reading, said that railroad maintenance work can in some instances be transferred from shops in industrial areas where there is a shortage of manpower to outlying points which are more fortunately situated in this respect. J. R. Jackson, engineer of tests, Missouri Pacific, was introduced as the new chairman of the Railroad division.

Session on Internal Combustion Power

At an afternoon session on December 2, the A. S. M. E. Railroad and Oil Gas Power Divisions joined in a meeting over which R. T. Sawyer, engineer, Diesel equipment, American Locomotive Company presided. The program was made up of six brief reports on the general subject of Diesel locomotive progress under war conditions; a Progress Report on Gas-Turbine Locomotive Operation by Paul R. Sidler, resident engineer, Brown Boveri & Company, and a paper on Future Diesel Locomotive Possibilities presented by P. B. Jackson, Aluminum Company of America.

The six reports were made by P. A. McGee and Paul Turner, eastern regional manager, Electro-Motive Division, General Motors Corporation; G. F. Wiles, supervisor Diesel-electric locomotive operations, Baltimore & Ohio; Max Essl, chief engineer, Diesel division, Baldwin Locomotive Works; W. S. H. Hamilton, equipment electrical engineer, New York Central; B. S. Cain, assistant engineer, Locomotive Engineering Department, General Electric Company, and P. H. Hatch, assistant mechanical engineer, New York, New Haven & Hartford. These speakers, three representing the railroads and three speaking for manufacturers of locomotive, engine and electrical equipment, covered, respectively, progress in the installation of Diesel-electric motive power on American railroads and a brief discussion of the general types of equipment used. Mr. McGee remarked that the

Diesel-electric locomotive has been standardized and, in that respect, recognition has been taken of the flexibility that may be built into this type of power while keeping down axle load. Its inherent efficiency, he said, practically precludes any revolutionary change in the now accepted standard designs. There will, he continued, be metallurgical improvements as development proceeds but the technical improvements will not be fundamental.

Mr. Essl summarized improvements as increased production; improved performance; increased reliability; easier maintenance and material substitution. Under improved performance he mentioned lower fuel consumption together with fuel and valve timing which has resulted in increased overload capacity of the Diesel engine; automatically controlled engine temperature; improvements in electric transmission allowing maximum speed without transition and improved electric transmission efficiency, permitting full load engine and generator output regardless of generator temperature.

Mr. Cain, after discussing the domestic application of Diesel-electric motive power, mentioned as a current problem War Department foreign service. Such locomotives, he said, must be capable of either road or switching service in almost any part of the world and are usually limited to 20 long-ton axle load. He outlined a future of locomotives for this service up to 1,000 hp. which latter can be equipped with two six-wheel trucks bringing the axle load down to 18 long tons. Such a locomotive can operate up to 60 m. p. h. (96 kilometers per hour).

The three railroad speakers confined their remarks primarily to the application of Diesel-electric power to the roads which they represented and a general discussion of the advantages in specific classes of service. Some indication of the extent to which Diesel switchers have been adapted is shown in the remarks of Mr. Hamilton who said that the New York Central now has 145 switchers of this type, believed to be the largest number on any railroad. Mr. Hamilton also mentioned an operation on that road where 29 Diesel-electric switchers had replaced 40 steam switchers and remarked further about studies which had been made indicating that present-day conditions require utilization of at least 18 eight-hour tricks per week to secure required economies. Service requiring less than 18 tricks can, he said, probably be more economically handled with steam. The individual paper by Mr. Sidler dealt at considerable length with tests which have been made with the gas-turbine locomotive in Switzerland. These tests have, of necessity, been curtailed due to a drastic shortage of liquid fuel in that country.

Mr. Jackson, in presenting his paper, stated that he had two major objectives: first, to establish the advantages, in performance and economy of operation, to be gained by reducing locomotive weight and, second, to suggest ways and means of accomplishing this weight saving without sacrificing reliability or excessively high maintenance costs. Mr. Jackson summarized his specific suggestions with these observations:

"1—Saving locomotive weight improves all operating characteristics except the advantage of high tractive force at starting and speeds up to 20 m. p. h.

"2—The greatest single weight saving can be made in the engine by reduction in bore, increased rating and by the use of light materials.

"3—The use of small-bore engines, suitably arranged, can reduce locomotive length and thereby effect additional weight reduction."

New York Central's Plans for Conserving Manpower

By F. K. Mitchell

Assistant General Superintendent of Motive Power and Rolling Stock, New York Central

Military conflicts, similar to the one in which we are now engaged, are won by that side having the most adequate personnel. Personnel, or manpower, is made adequate by reason of its sufficiency in numbers, training, clothing, material and transportation. This statement applies to the personnel of our armed forces and to the personnel of industry as well. The latter must be maintained even though there is a constant drain to the military services. Transportation, to be adequate, must be capable of handling peak movements of men, both during training and for actual combat, without interruption. It must be able to handle peak movements of raw materials to the factories and munition plants, and shipments of the finished products (clothing, food and material) to the point of consumption. This can only be accomplished by adequate personnel within the transportation industry, of which our rail systems are the heart, the arteries and the veins. These facts were impressed upon us during the first world war. They have since been recognized by military, political, industrial, labor and transportation leaders. That recognition is responsible, in a large measure, for the successes so far achieved.

At the outset of this war, or specifically, as of January 1, 1941, the equipment department of the New York Central employed 26,117 men. Of this total, 16,922 were those coming under the classification of "skilled," including mechanics, helpers and apprentices. There were some furloughed employees in all crafts or classifications, but in most instances the number was so few that before many weeks had elapsed those available for recall to service were either non-existent or at least entirely inadequate to meet the demands of a rapidly growing business. When this situation developed, those responsible immediately set about devising and instituting measures designed to improve it.

The action taken was of three general classifications. First, that accomplished through federal and state government-management co-operation; second, that accomplished through management-labor co-operation; and finally, that accomplished primarily through the efforts of management.

In the first group came a closer co-operation with federal hiring agencies. All over the entire system the local representatives of the United States Employment Service and of the Railroad Retirement Board Employment Service were contacted and kept advised of our needs. The possibilities of assistance from them were exhausted before any other channels of employment were used.

In order to improve and make more effective those em-

ployees already in service, educational and training programs sponsored by national and state agencies have been instituted. As of November 1, 1942, 1,512 equipment department employees were enrolled in job-instruction courses and 1,411 employees in foremanship training courses sponsored by national and state agencies and universities.

In our endeavor to avoid losing to the draft much needed employees, and still comply with the provisions and intent of the Selective Service Act, we have cooperated both nationally and locally with the officials charged with the administration of that Act. We have asked for deferments only where the Act permitted and circumstances justified such requests. In the main, we have found local and national officials most sympathetic to our needs. On the other hand, certain features of the administration of the Act have affected us adversely.

To help further the national endeavor to solve the railroad manpower problem we have been furnishing a member for the Manpower Advisory Committee of the Office of Defense Transportation and likewise the Regional Mechanical Committee of that same office.

The second group of activities which involved management-labor cooperation has been quite varied. Early it was recognized by both parties that certain provisions in our labor contracts would have to be temporarily waived or amended in order to meet the emergency. One of these affected the possibility of expanding the ranks of our mechanics. Under the contract only mechanics with four years' experience could be hired as such, and only after completing a four-year apprenticeship could a man be made a mechanic. Negotiations between management and labor led to an agreement whereunder apprentices can be advanced to the rank of mechanic after completing two years of their apprenticeship, and helpers with two years' experience can be advanced to mechanics.

Less Rigid Hiring Rules

This same understanding provides how the seniority of men so advanced shall be established. Other understandings made possible an adjustment of certain limitations on hiring ages, some easing of physical requirements for hiring, and the removal from the labor contracts of certain inhibitions as to race and color. Management-labor conferences have likewise been held on questions of securing needed help, reducing absenteeism, wage and working conditions, the employment of females, more intensive participation of employees in safety activities and improved methods of handling controversial matters and avoiding them. These activities have aided our conservation of manpower program very materially.

The third group of manpower conservation activities, conducted primarily on the part of management, have likewise been very effective. Realizing that every hour lost through accident or sickness meant some vital task either left undone or only superficially done, activities along these lines have been ceaseless. Hazards of all sorts are continually being sought and eliminated. Shop safety control boards consisting of workmen and functioning not only as safety committees, but also as judge and jury in safety rule violation cases, have been instituted. Additions have been made to nursing staffs and improved medical attention provided. Supervision and workmen alike have been encouraged to take advantage of Red Cross first-aid instructions, and hundreds have done so. The annual physical examination of supervisors has been made mandatory. Salt tablets have been made available to all during hot weather. Toilet and washroom facilities have been improved where material for such work could be obtained. Ventilation of welding and other shops has been improved by exhausters and fans where these were obtainable, and similar improvements are to be made if and when authorization for the material can be obtained. Certain engine terminals are having stalls lengthened, and shops are being improved in order that men may be better housed during cold weather. Other improvements of the same nature are to be made when authorization can be had for the needed materials.

Coordinating Working Schedules

In a rail system the size of the New York Central the equipment shopping demand for various parts of the lines is a constantly varying factor. Peak demands in one location occur when ebb demands are occurring in another. The work load must, therefore, be distributed so that production will not lag at any point. Force increases of any consequence cannot be made, hence, the "move the work to the workman" policy has been adopted. Every month, equipment which would normally be shopped at one location is worked to another in order to level off a peak one place and build up the production at another. The necessity for this work equalization exists, not only between shop and shop, but between shop and engine terminal or car repair yard. Such a procedure requires careful planning and foresight, but we have found that if it is properly carried out, no one other factor is of such great value in conserving and making more productive our available manpower.

The training of personnel has been mentioned previously, in discussion of cooperation with national and state agencies to that end. Training not related to such agencies has been going on apace. Nearly two hundred supervisors are enrolled in a series of foremanship conferences sponsored by management. All tool-room foremen have attended course of study in tool tipping, grinding and design. Welding foremen have had made available to them training courses designed to teach them the latest practices so important to the conservation of materials and manpower. These supervisors are now actively engaged in disseminating the information they obtained through these courses to those who work with and for them. Apprentice training, both in the shop and the classroom, is being carried on. Each of our major shops has an apprentice instructor. Apprentice classroom instruction courses have been revised and modernized. Each apprentice has a sponsor in a supervisory position whose duty it is to aid the boy in every way possible. There are now on our rolls 808 apprentices as compared with 667 as of January 1, 1941.

Personnel Records

The final phase of manpower conservation, which to a large extent is new, and now proving to be of great value, is the institution of a more adequate system of personnel records. In the past, personnel was something only the manager of personnel was interested in. Today, it is and should be the concern of every official.

There is every indication that an increased traffic demand, coupled with an ever-increasing drain of manpower to the military service and to other industries, will make necessary the adoption of other measures. This is emphasized by the fact that we now have over one thousand authorized positions unfilled.

In the apprentice situation, which is the key to skilled personnel training, we are caught between two conflicting demands. On one hand we desire to, and the Manpower Commission urges that we keep our apprentice ratio up

to that permitted in our labor contracts (one apprentice to each five mechanics). This we have striven to do. But on the other hand, the Selective Service Act says we may ask for deferment only on such apprentices as have had two years' service. While the lower age limit of draftees was 21 years, the employment of apprentices at 18 years of age made it possible to augment our apprentice group by hiring young men of that age, and by the time they were eligible for induction into the armed services they were also eligible for deferment. Now that the age group 18 to 20 are eligible to draft, no such possibility exists. In some states even the hiring of men less than 18 years of age is illegal. Thus, unless some relief is obtained our apprentice procurement will become hopelessly inadequate. It is suggested by way of solving this problem, that an understanding be reached as to what actually is the minimum apprentice ratio required and then that deferment for apprentices be allocated to the railroads in numbers which will produce that ratio. Only by such a means can replacements through apprenticeship be made or the training of skilled employee replacements in adequate numbers be accomplished. Such a decision should be made by representatives of the A.A.R., O.D.T., U.S.E.S., administrators of the Selective Service Act and labor acting as a committee, whose decision would be final and binding. Deferments where the ratio was shown to be less than that figure set by this committee should, with possibly one exception, be mandatory on the part of the local draft boards and refusal of deferment where that ratio is known to already exist should likewise be mandatory.

No Deferment for the Poorly Qualified

In all fairness, an exception to this rule should be considered. Every organization has within its ranks certain employees who are not properly qualified (and who may never be, either through lack of diligence or natural aptitude) to perform successfully the work for which they are being trained. There is no exception to this among the apprentices in the railroad industry. It would be an injustice to the railroad, to the nation, and such apprentices themselves, for their exemption to be requested. Consideration may well be given, therefore, by labor and management to the perfection of an understanding which will permit waiving of the deferment request where it is agreed that any apprentice has not the qualifications for, nor the aptitude required successfully to be developed into an acceptable mechanic.

It should be recognized that special apprentices (graduate engineers) are also an absolute necessity on the part of any railroad. Heretofore practically no consideration has been given to the deferment of such men. For example, the New York Central has definite need for at least twenty-five such men in training constantly. A year ago there were twenty-one on our rolls. Today there remain seven, and of these, one has been classified 1-A and will be inducted shortly. It is suggested that consideration be given to allocation of deferments for special apprentices by the same group which establishes the apprentice ratio for regular and helper apprentices.

While the results of special agreements between management and labor permitting the promotion of helpers to mechanics and the promotion of apprentices to mechanics after two years' service have been good, the statistics show that the possibilities under those agreements have now been practically exhausted. In many shops and localities all available qualified helpers and two-year apprentices have now been promoted. Furthermore, such action has alarmingly depleted the ranks of the helpers. It now, therefore, seems necessary to go a step further, reopen negotiations and provide a satisfactory plan of further relief. Any such agreement will, to be effective, have to make provision for emergency or temporary seniority. It is a self-evident fact that any skilled or semi-skilled help as may be obtained through such agreements probably will not be needed by the railroad after the emergency is over. It is further apparent that the qualifications of such employees will not be such that they may be expected to be able to fill just any jobs to which normal seniority would entitle them. Consequently, it may be desirable to agree on the specific jobs which may be filled by such temporary or emergency employees for the duration of the war. If that is done some provision will likewise have to be made for the vacating of those jobs by the more skilled regular employees now holding them, and their arbitrary assignment to jobs which they can handle and the emergency employee cannot.

The Hiring of Women

Here, then, female employees enter the picture. There are many jobs on a railroad, other than those formerly recognized as coming within a woman's capabilities, which they can do which are now being done by men who could well do a heavier or more skill-exacting job. A recent check was made of the possibilities in this connection and a tabulation of the positions outside of office work which it is felt could be handled by female employees.

There are a total of at least 1,850 positions where such a possibility exists, and they include 131 different occupations. Through an arrangement of this kind a 6¼ per cent increase in force could be effected. No other known source of manpower, not essential for military purposes, could approximate the relief which could be obtained by this means. Hence, it is obligatory that we take advantage of it.

Some features in connection with the employment of females, on work available as described above, will have to be considered. First, as to their seniority standing. Here the answer probably lies in setting them up as "temporary or emergency" employees and handling their seniority and job assignment in a manner already proposed for male employees coming under the same category. Next, some special training in supervision and work assignment of female employees will have to be given. This feature can readily be handled without outside assistance. Then the matter of adequate toilet and washroom facilities will have to be taken care of. A survey of our situation in this connection has already been made and it has been found that except for a very few cases no such facilities exist. In the procurement of the necessary materials for their construction, the assistance of the War Production Board will be needed.

Summary of Needed Action

Summing up the actions considered necessary to insure the continuance of an adequate manpower procurement the following pertinent suggestions have been made:

1—Allocation of deferments for regular, helper and special apprentices to railroads on the basis of ratios set up by a joint committee of representatives from the A.A.R., O.D.T., U.S.E.S labor, and the Office of Selective Service Administration, under the limitations previously cited.

2—State legislation eliminating the inhibition against

hiring men between the ages of 16 and 18, where such statutory inhibitions exist.

3—Job freezing in critical industries, including the railroad industry. In England today, no man or woman can obtain or quit a job in an essential industry without the written permission of the Ministry of Labor. Likewise, no firm can employ or discharge a worker without the consent of that government department. The result is that no one can strike, walk out or be locked out, and no one can lure the employee of another by an offer of higher wages. In Canada similar action has been taken, and in our country, to some extent, it has occurred in the lumber and mining industries.

4—A management-labor agreement permitting the hiring of "temporary" or "emergency" employees, which likewise will settle the seniority question of such employees, and permit their assignment to jobs which they can handle and the re-assignment of present incumbents requiring greater skill to jobs which they can handle and the temporary or emergency employee cannot, it being understood female employees shall fall in this category.

5—Prompt provision of trained supervision for female employees and likewise adequate facilities for their comfort and toilet needs.

6—A continued effort toward further efficiency in machinery, repair methods, labor saving devices, work load planning, safety, health, personnel training, personnel records and co-operation between management, labor and governmental agencies.

This six-point program, based on our past experience and our conception of future needs, is offered as our best suggestion for the maintenance of adequate manpower. That such a program, or one similar in many respects, is a national railroad need, probably will diligently carried out, not only in the equipment depart- not be denied. It is felt that if such a program is ment of the New York Central, but as a national railroad policy, there will be no possibility of failure in this emergency. The manpower problem is not, by any means, the only one facing our transportation systems, yet adequate manpower, in the broader sense, will likewise furnish the answer to most of them.

Systematic Lighting Maintenance

Good light at minimum cost is obtained by group replacement of lamps and scheduled cleaning and inspection

By George A. Eddy

Lighting Division, General Electric Company

A LIGHTING system deserves reasonable maintenance as a safeguard of the investment. Such maintenance will not prove to be unduly burdensome or expensive if done systematically. In fact, a systematic maintenance program will undoubtedly keep the system in better condition at less cost than is possible in any haphazard scheme of keeping the system going.

After the first few hundred hours, a lighting system will frequently have a lamp out somewhere if lamps are operated to burnout. Replacing lamps one at a time means a lot of traveling for the maintainer. Also it should be recognized that some lamps outlive their usefulness; their light output decreases through filament evaporation and bulb blackening to a point where they should be replaced.

A practical answer to this is group replacement of lamps. According to this practice, lamps are replaced throughout the system periodically, according to a schedule. All used lamps are brought into the shop for examination, and any considered suitable for further use are set aside for replacements of the early burnouts in the group just installed and for use in less vital and more easily accessible circuits.

The interval between group replacements is determined, first, by the type of lamp used; second, by the actual burning hours per night or per week; and third, by the per cent of lamp outages one is willing to tolerate. Any type of lamp can be group-replaced, but since in most cases the cost of replacing a lamp exceeds the value of the lamp, usually it works out to be economical to use the so-called "Group-Replacement" type of lamp, which is expressly designed for about 50 per cent greater life than ordinary lamps, at the expense of a small increase in lamp wattage.

Obviously, there is considerable variation in the burning hours seasonally, which the replacement schedule will have to take into account. The date on which the replacement should be made can be calculated closely enough, or time meters can be connected to the circuits to show the actual burning hours.

Even with group replacements, there are likely to be some failures before the next replacement date. Total burning hours between replacements should be set so that the premature failures do not exceed about 10 per cent of the lamps in service. A smaller figure can be set if a somewhat greater lamp cost can be tolerated; or it may be worthwhile to allow different tolerances for different circuits, depending upon their remoteness.

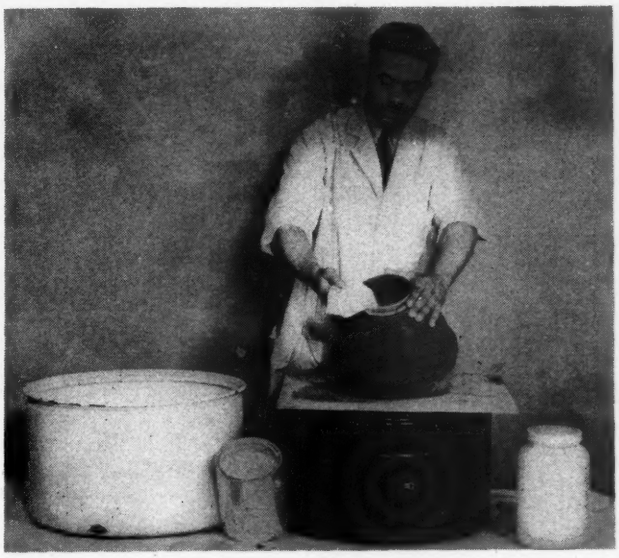
Incandescent lamps have a rated average laboratory life, and it is suggested that three-quarters of the laboratory life rating be taken initially as the burning hours between group replacements. This can be adjusted as experience is obtained. Not only is it possible to make important savings in labor, but the method sets up a service schedule on which routine inspection and maintenance can be superimposed. Group replacement of lamps, therefore, becomes the most important basic step in setting up a systematic maintenance system.

When group replacements of lamps are made, examine each luminaire, for the following:

1. Internal and external cleanliness.
2. Condition of glassware; replace any found cracked or broken.

3. Condition of insulators; replace any found damaged.
4. Condition of gaskets; repair or replace any found defective.
5. Condition of sockets and receptacles; replace any found burned or broken.
6. Condition of wiring; tighten or repair any found faulty.
7. Lamp focus and luminaire position; readjust if necessary.

It is a simple matter to check the luminaire on all these counts whenever a lamp is replaced. In fact, starting with good equipment, it should be true that the maintenance work to be done at the time of lamp replacements



Suitable Cleaning Equipment Includes Washing and Rinsing Pans and A Drain Board

amounts to little or nothing more than wiping out the interior of the fixture. It is quite possible that any necessary repairs can be done at that time if the service truck is stocked with a small quantity of the principal renewal parts (glass globes, insulators, sockets, etc.).

No effort seems too great for a bug who wants to see the inside of a luminaire or floodlight. Globe or lens holders that are opened for relamping seem to be the favorite point of entry and it may be observed that gasket deterioration has a good deal to do with the rate at which bugs accumulate inside the luminaire. Factory-sealed globeholders are much better in this respect; but if this type is not used, it will be necessary to see that gaskets are renewed frequently enough to keep the equipment tight.

Be sure that the openings through which external wiring enters the body of the luminaire are calked, that unused wire openings are plugged, and that a small quantity of copper or steel wool is stuffed in the pipe bracket, if one is used.

These same means are also effective against the entrance of water and dirt. The slope of the pipe bracket supporting the luminaire should be checked occasionally, as sometimes a pole settles and slopes the bracket toward the luminaire. It is preferred that the bracket slope downward toward the pole at about 5 deg. from the horizontal, to conduct any moisture away from rather than into the luminaire.

Normally, wiping out the interior of the luminaire with a clean cloth when relamping should be sufficient on a well-sealed luminaire. When actual washing, rather than just wiping, is required—it may be on the outside if not the inside—a lukewarm water solution of a highly soluble neutral soap should be used. If Alzak finished aluminum reflectors are involved, a special cleaner may be required for the obstinate spots that the soap solution will not remove.

General Electric Type D-50R1 is such a cleaner containing a moderate quantity of mild abrasive and liquid wax. Strong acid or alkaline cleaners or coarse abrasives should not be used.

Dampness, salt fog, acid fumes and coal smoke sometimes cause decomposition of metal parts. Paint should be applied to protect exterior surfaces that need it. Such paint should be carefully selected for durability and exposure to weather and the operating temperatures of the device.

An essential part of the plan is some way of assuring that the inspection is actually made at the time of lamp replacement. For that purpose, it is suggested, first, that each lighting unit or each pole in an outdoor lighting system be numbered, and second, that a work report form be made which the service crew chief has to fill out and turn in each time he does anything on the lighting equipment. This will reveal any particularly troublesome piece of equipment which can thereupon be carefully investigated.

It will usually expedite general or special maintenance trips to have a map of the property showing the number and location of each unit as well as the location of transformers and control apparatus. The map might also well show the sizes of lamps and fuses required at each location.

No Fires in These Towers

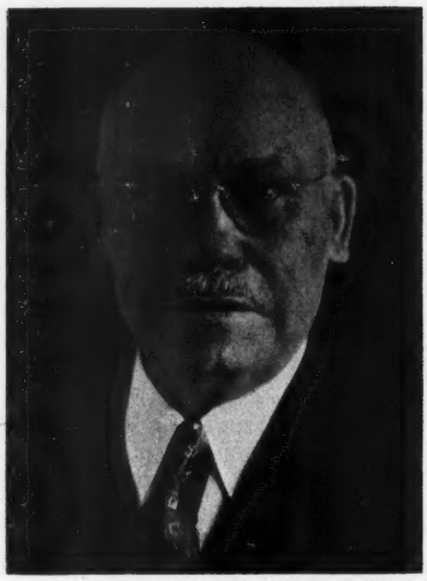
(*Continued from page 993*)

Concrete foundation piers were provided for the tower posts and at the lower ends of the stair horses.

When the fireproofing work had been completed, the Walton tower was attractively painted inside and out. On the exterior the color scheme consists of a light gray body with brown trim; on the interior the walls are light tan and the ceilings ivory. Since this is the standard color scheme on the Norfolk & Western, it is, of course, being followed on all the other fireproofing projects.

It is apparent from the foregoing description that the fireproofing work is being done in such a manner as to effect a definite enhancement in the appearance of the structures, although this result is entirely incidental to the primary objective. As a matter of fact, the measures taken to fireproof buildings on the Norfolk & Western, involving as they do the use of modern composition materials, follow with surprising similarity the pattern that has frequently been employed in recent years on various railroads when modernization of appearance was the principal objective.

By treating its interlocking towers in the manner described in this article, the N. & W. is convinced that it is rendering them virtually invulnerable to destruction by fire. The program is being carried out under the general supervision of W. P. Wiltsee, chief engineer, A. B. Stone, assistant chief engineer, and W. L. Young, bridge engineer. All of the work involved is being done by company forces.



Walter P. Murphy

Walter P. Murphy Dies

Noted railway equipment manufacturer and philanthropist passes suddenly

WALTER P. MURPHY, chairman of the Standard Railway Equipment Manufacturing Company, Chicago, head of numerous other railway equipment manufacturing companies and nationally known philanthropist, died suddenly at the Ambassador hotel, Los Angeles, Cal., on December 16, following a heart attack. In his passing the railway equipment industry loses one of its most outstanding leaders and a notable inventor, whose inventions have led to improvements in many fields, and especially in the construction of freight cars.

Although Mr. Murphy had contributed large sums for many charitable purposes for many years, his gifts were unpublicized until recently because he preferred to make most of his donations anonymously and expressly requested that his name not be mentioned. His philanthropies became known, however, in 1939, when he contributed nearly $7,000,000 for the construction and equipping of the new Technological Institute of Northwestern University at Evanston, Ill., an engineering school which features co-operative courses. The founding of this institution was the culmination of a lifetime of philanthropy and the completion of a life-long ambition to establish an institution which would combine theory and practice in engineering and it was in development of that idea that the new institute operates on the "co-operative plan" with the students alternating at study and employment in industry and transportation. As an institution dedicated to the purpose of promoting industry and transportation through education, the Technological Institute of Northwestern University serves as a living memorial to Mr. Murphy.

One of the important elements that contributed to Mr. Murphy's success was his relationship to the men that worked with him. A hard worker, he demanded hard work from others, yet he was quick to recognize ability, to delegate responsibility and to encourage and reward merit. Unfortunate employees found him a benefactor in times of need.

Walter Patton Murphy was born at Pittsburgh, Pa., on January 26, 1873. In the 1880's his father sent the family to western Kansas to live on 160 acres of land, which he had acquired, while he continued to work elsewhere in railroad shops. In spite of their efforts, however, the homestead was unsuccessful and the family returned, after several years, to East St. Louis, Ill., where Mr. Murphy's father was trying, in spite of reverses, to manufacture a box car roof that he had invented.

When the family returned from Kansas, Mr. Murphy, who was then 16, entered railway service in a machine shop; and later became successively a fireman and locomotive engineer. While working, he also found time to study part-time at St. Louis University and after finishing as much college work as he could find time for, he was appointed a foreman of the Missouri Pacific shops at Coffeyville, Kan., later being promoted to foreman of the St. Louis shops and then going with the Union Pacific.

Improved Designs of Freight Equipment

In 1898 he left railroad service to join his father in the equipment manufacturing business. At that time one of the great difficulties that confronted the railroads was the tendency of freight to knock out the ends of box cars under the stresses created by sudden stops and starts. To overcome this, Mr. Murphy developed the corrugated steel end for box cars. He also developed a method of rebuilding old freight cars to increase their capacity and enable them to accommodate automobiles and improved the design of refrigerator cars, increasing their floor space and making it possible to maintain an even low temperature throughout, which greatly facilitated the modern transportation of perishables. In addition, Mr. Murphy continued his father's work on the design of car roofs, on which feature alone he held more than 40 patents.

The development of such improvements by Mr. Murphy was an outstanding contribution to the railroad industry. Mr. Murphy was chairman of the Standard Railway Equipment Company; president of the Metal Products Company; and president of the Standard Railway Devices Company. He has been a vice-president and trustee of the National Foundation for Infantile Paralysis since 1938.

In recent years, Mr. Murphy lived in California, and although his health had been gradually failing, his sudden death was unexpected. In his passing the railway equipment industry has lost a leader who rose in the best American tradition.

Successors Named for G. D. Brooke

Chief executive of C. & O. and affiliates retires and is succeeded by C. E. Newton, J. W. Davin and R. J. Bowman—C. & O. chief is an eminent lawyer of wide attainments

International News

C. E. Newton

Allied News Photo

J. W. Davin

Continental Galleries

R. J. Bowman

GEORGE D. BROOKE, president of the Chesapeake & Ohio, Nickel Plate and Pere Marquette, has retired from executive direction of these three companies at his own request. He has been succeeded in the presidency of the Chesapeake & Ohio by Carl Elbridge Newton, in that of the Nickel Plate by John W. Davin, and, of the Pere Marquette, by Robert J. Bowman. Mr. Brooke will continue to serve the managements of the three railroads in a consulting capacity.

In announcing these executive changes, the Chesapeake & Ohio directorate, meeting at Cleveland on December 15, made the following statement:

"It is intended that the three roads continue to benefit to the fullest possible extent through joint operation. But in view of the increasing volume and complexity of the problems arising out of the necessity for maximum devotion of rail facilities to governmental needs in the war emergency, and for other reasons, it is felt that each of these roads requires the attention of a full time chief executive. The three roads have been brought to superb physical condition under the able direction of Mr. Brooke and the Nickel Plate has made distinct competitive gains in its territory."

G. D. Brooke

Drawing attention to the fact that the new chief executives are all relatively young men, the directors' statement goes on to say:

"In selecting Mr. Newton as the successor to Mr. Brooke, the directors had in mind the excellent operating personnel of the road and the fact that the major problems affecting the interests of railroads and their security holders today arise in the fields of law and legislation, governmental relations, war requirements, labor relations, public relations, taxation, railway consolidation and many others in addition to operations. Problems in these fields are of increasing complexity and scope, and call for special abilities which in large measure are outside the experience of specialists in railroad operations."

Mr. Brooke was elected president of the Chesapeake & Ohio on December 29, 1937, succeeding the late William J. Harahan. A few weeks later he succeeded also to the presidency of the New York, Chicago & St. Louis and the Pere Marquette. Mr. Brooke was born at Sutherlin, Va., on September 15, 1878. A civil engineer, he was graduated from Virginia Military Institute in 1900, following which he was an instructor at Culver Military Academy for two years. In 1902 he entered

the service of the Baltimore & Ohio as a rodman—thereafter advancing through the occupations of levelman, transitman, field engineer and assistant engineer. In 1908 he became assistant division engineer at Pittsburgh, Pa., and, the following year, removed to Baltimore as division engineer.

In 1911 he was transferred to the operating department as an assistant engineer. Shortly thereafter Mr. Brooke was appointed assistant superintendent at Cumberland, Md., and, in 1912, became superintendent at Winchester, Va. He served subsequently as superintendent on several other divisions, becoming a special representative in the transportation department in 1918. A few months later he entered the service of the United States Railroad Administration as supervisor in the operating department of the Allegheny region. At the close of the war he returned to the Baltimore & Ohio as superintendent of transportation at Cincinnati, Ohio.

In 1924, Mr. Brooke went to the Chesapeake & Ohio as assistant to the president at Richmond, Va.,—and, thereafter his large talents both as an operating officer and engineer were reflected in the remarkable development which occurred in that property. After a couple of years in his initial position, Mr. Brooke was named general manager—to which title, in 1930, that of vice-president was added. In 1933 his responsibilities were further enlarged, under the title of vice-president—operation and engineering, of both the Chesapeake & Ohio and the N. Y. C. & St. L. In 1937 he became executive vice-president, and the Pere Marquette was also included among the properties under his supervision.

In addition to his duties with his own companies, Mr. Brooke has been active in the affairs of the American Railway Engineering Association, having served for extended terms as a committee chairman and, in 1930-31, as its president.

Newton a Rhodes Scholar

The new chief executive of the Chesapeake & Ohio, Mr. Newton, is a prominent member of the bar, and has been a director of the company since last April. He was born in Somerville, Mass., on August 22, 1898, and attended Dartmouth College, from which he was graduated in 1920 with a B.S. degree and at which he was elected a member of the Phi Beta Kappa society. During the last World War Mr. Newton attended the Coast Artillery school at Fort Monroe, Va., and was commissioned a second lieutenant. As a college undergraduate his major studies were in economics and political science. In 1920 Mr. Newton was awarded a Rhodes Scholarship to Oxford University, and was graduated from that institution with honors as a B.A. in Jurisprudence in 1922. The following year Oxford University bestowed upon him the degree of Bachelor of Civil Law. In 1923 and 1924 he was engaged in graduate studies at Harvard Law School, with special attention to administrative law.

He then became associated with the New York Law firm of Rearick, Dorr, Travis & Marshall (now Hines, Rearick, Dorr & Hammond) counsel for various railroads. From 1925 to 1928 Mr. Newton served as assistant United States attorney for the southern New York district and as special assistant attorney general for the state of New York, under appointment by Governor Alfred E. Smith. From 1929 to 1933 he engaged in corporate and financial practice with the law firm of White & Case, New York, for some time in this period being in the Paris, France, office of the firm. Since 1934 he has been a member of the law firm of Donovan, Leisure, Newton & Lumbard, New York and Washington. This firm was organized by Mr. Newton and former associates in the Department of Justice, and includes Colonel William J. Donovan, former assistant to the attorney general of the United States and now chief of the Office of Strategic Services. Mr. Newton is a member of the bars of New York and Washington and of the Supreme Court of the United States and is barrister-at-law of the Inner Temple, London. His practice has included, not only railroad work, but also legal, tax, anti-trust, administrative and reorganization matters in a wide range of industries—including electrical products, motion pictures, aviation, phosphate rock, chemicals and oil.

Messrs. Davin and Bowman

John W. Davin, the new president of the New York, Chicago & St. Louis (Nickel Plate), was born at Montgomery, W. Va., on March 10, 1892. He was educated in the public schools of his birthplace and at New River State College (a branch of the University of West Virginia). He entered railway service in December, 1910, as check clerk at Handley, W. Va., with the Chesapeake & Ohio and thereafter served as yard clerk, chief clerk to general yardmaster, and car distributor at the same point. In 1916 he went to Huntington, W. Va., as assistant chief car distributor and some months thereafter became chief car distributor. In 1920 he was named chairman of the allotment commission and in 1923 was appointed assistant superintendent of transportation. In 1931 he became assistant general superintendent of transportation and, two years later, was appointed assistant to the president. In 1939 he was advanced to the vice-presidency, in which position he has served continuously until the present time.

The Pere Marquette's new chief executive, Robert J. Bowman, was born at Fostoria, Ohio, on April 15, 1891. After attending public and high schools, he entered the service of the Nickel Plate as freight clerk in 1907 at Mortimer, Ohio, and was subsequently a telegrapher, agent, chief clerk to superintendent, and chief clerk to general superintendent of the same company. In 1920 he became chief clerk to the vice-president and general manager of the Nickel Plate and was thereafter chief clerk to the president until 1926, when he was transferred to the Erie with promotion to the position of assistant to president, later becoming assistant vice-president. In 1929 Mr. Bowman was named vice-president in charge of operation and maintenance of the Pere Marquette and has continued in that position up till the present time.

A GERMAN "WAR LOCOMOTIVE" is now being built through mass production methods by German locomotive factories, according to an item reprinted by the British Information Services. The locomotive was designed at the Reich Ministry for Armament and Munitions and is noted chiefly for its simplification of design, intended to save materials and working hours, and its protection against freezing—of great importance in its use in the East. In building one such locomotive 57,304 lb. of material and 6,000 working hours were reported saved, compared to standard practice. Formerly 15,428 lb. of copper were needed for a locomotive, the new engine has only 485 lb. of copper. The amount of tin used has also been cut down and only the most vital parts are painted and varnished. The first engine of this design recently made a test run of 5,000 km. partly over bad tracks, hauling a train of new freight cars also designed for war purposes. By reducing the weight of cars, it has been possible to increase the loading capacity by five tons per car.

Seventy-Seventh Congress Adjourns

Winds up affairs on December 16 after having been in virtually continuous session for two years

WASHINGTON, D. C.

THE Seventy-seventh Congress adjourned sine die on December 16 after having been in virtually continuous session for two years. Because it will be a new Congress that convenes on January 6, 1943, all bills pending at various stages short of enactment died with the session.

The most important transportation legislation enacted at the 1942 session, which ran throughout the year, was Part IV of the Interstate Commerce Act providing for Interstate Commerce Commission regulation of freight forwarders. Final action on it came after months of delay, different versions having been approved by the House and Senate during the 1941 session, but the conference report was not adopted until May, 1942.

Land-Grant Repealer Lost

Among the measures left to die with adjournment was the bill calling for repeal of the remaining provisions of the land-grant-rate law which was sponsored by Chairman Lea of the House committee on interstate and foreign commerce. Reported favorably by that committee, the bill was recommitted by the House after a debate wherein opposition to the measure as drawn seemed to have crystalized in response to arguments citing the potential cost in higher freight rates to the government, the relative current prosperity of the railroads, and the failure of the bill to provide for a return by the railroads of granted lands which they still held. The recommital action was followed by some talk of making another try with a modified bill, but no such measure was reported by the committee.

In addition to the forwarder-regulation bill the 1942 session brought a re-enactment of the so-called "Chandler" Act providing for the voluntary reorganization of railroad companies. The original act expired July 31, 1940, and the measure was this time sponsored by Representative McLaughlin, Democrat of Nebraska. It is limited to reorganization proceedings initiated on or before November 1, 1945. In the Second War Powers Act, 1942, the I. C. C. got emergency powers over motor carriers similar to those it has over railroads, although no action was taken on the Wheeler-Lea bill to give the I. C. C. power upon complaint to set aside state regulations governing sizes and weights of motor vehicles. Meanwhile that so-called "trade barrier" situation has been worked out in conferences with state officials, the threat to use the President's war powers being always in the offing.

Taxes for Amounts Paid for Transportation

The Revenue Act of 1942 increased the tax on amounts paid for passenger transportation from five to 10 per cent, and imposed a three per cent tax on amounts paid for freight transportation except in the case of coal where the tax is four cents per ton. The passenger tax increase became effective November 1, while the freight tax was inaugurated December 1. In the so-called "anti-inflation" legislation was a provision stipulating that no common carrier or utility could make any increase in its September 15, 1942, rates unless such carrier or utility gave 30 days notice to the President or such agency as he might designate and consented to the intervention of a Presidential representative in the proceeding involving the proposed increase. This provision was a substitute for a separate bill whereby Senator Norris, Independent of Nebraska, proposed to give Price Administrator Leon Henderson a veto power over rate increases.

Out of the "anti-inflation" legislation came President Roosevelt's executive order creating the Office of Economic Stabilization and naming former Supreme Court Justice James F. Byrnes as its director. Mr. Byrnes, whom the President designated as his rate-case agent, passed along that job to Price Administrator Henderson. Exercising his salary-control powers, Mr. Byrnes has imposed a ceiling of $25,000 a year after allowances for the payment of taxes and other charges.

Other acts of the 1942 session of more or less interest to the railroads included that advancing standard time one hour for the duration of the war and a period of six months thereafter; the law authorizing the Secretary of Agriculture to promulgate rules and regulations for the inspection, cleaning and disinfecting of cars and other vehicles entering the United States from Mexico; and the usual appropriation bills carrying funds for the I .C. C., National Mediation Board, Board of Investigation and Research, Railroad Retirement Board, and Office of Defense Transportation. The latter got a total of $12,416,000 for the fiscal year ending June 30, 1943.

The 1941 Session

The 1941 session was reviewed in the *Railway Age* of January 10, page 84. As there noted, it did not bring any important new transportation legislation although a few of its enactments were of interest to the railroads. These included the Cole pipe-line bill which gave the government and private companies powers of eminent domain to acquire lands for the construction of pipe lines; the law granting the Reconstruction Finance Corporation broad defense-program-financing powers, including authority to build and equip railroads; and the law extending the provisions of the Bituminous Coal Act for two years from April 26, 1941.

Also, the Board of Investigation and Research was finally created during that session when the Senate in August, 1941 confirmed President Roosevelt's appointments of Chairman Nelson Lee Smith, Robert E. Webb and C. E. Childe, the latter two having been substituted for two of the original appointees (Wayne Coy and Charles West) upon whom the Senate committee on interstate commerce had failed to act.

While the death of the land-grant repealer was a disappointment to the railroads, there was comfort in the failure of Congress to act on the proposed billion-dollar rivers and harbors authorizations bill, which

included such projects as the St. Lawrence Seaway; the Tennessee-Tombigbee waterway; the canalization of the Beaver and Mahoning rivers in Ohio and Pennsylvania; and the Florida Ship Canal. In recent months the President and other high administration officials have been conceding that such projects as the St. Lawrence and the Florida Canal should not be permitted to consume labor and materials required for more urgent war needs; although the President has at the same time reiterated his belief that the St. Lawrence should be developed sometime.

Other pending measures which died with the session include bills sponsored by Senator Reed, Republican of Kansas, to give the I. C. C. power to require the pooling of railroad revenues derived from general rate increases, and to drastically increase demurrage charges, running them up to $25 a day after the expiration of a reduced free-time period. Also there was the usual crop of bills to liberalize benefits under the Railroad Retirement Act and Railroad Unemployment Insurance Act; and others to impose tolls on inland waterways, to direct the I. C. C. to investigate the feasibility of postalized fares, and super-highway bills.

Post-War Planning

Post-war planning would have been called for in still other measures which failed of enactment, in which connection Congress received the transportation report of the National Resources Planning Board. As noted in the *Railway Age* of November 7, page 448, the report recommended establishment in the post-war period of a permanent National Transportation Agency "to coordinate all federal developmental activities in transportation along the lines of a general and progressive plan under appropriate legislative directives."

Previously Congress had received a preview of the transportation report when the Resources Board included a chapter on "Transportation Problems and Future Development" in its "Development of National Resources Report for 1942" which President Roosevelt sent along last January. As noted in the *Railway Age* of January 24, page 252, that preview called government ownership in the post-war period of all rights-of-way of transportation agencies an "urgent need" if a "properly conceived modernization of the transport plant as a whole" is to be achieved. In other words, the private ownership of railroads is one obstacle in the way of the planners who would make post-war construction or reconstruction of rail facilities eligible for large government expenditures.

The same idea was expressed in the transportation report when it finally came along, but the specific recommendations left to the proposed Transportation Agency the job of devising "suitable means" whereby public-works programs may be extended to railroads. The President's message transmitting the report said he was sending it along particularly "for the consideration of the several committees of the Congress which are and will be concerned with the formulation of plans and policies for transportation and for the economy generally in the transition period that we shall face."

Investigating Committees

During the course of the session, the Wheeler committee which investigated railroad finances published a couple of additional reports while other committees or subcommittees investigated the oil transportation situation and the rail-requisitioning activities of the War Production Board. As the adjournment date approached, the Senate adopted a resolution terminating all activities of its investigating committees at the end of January, thus requiring those desiring to go on to get new authorizations during the first month of the new Congress.

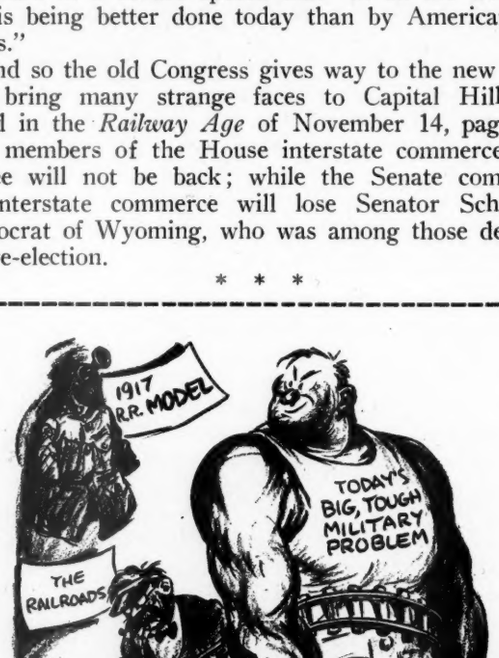
Presidential appointments confirmed during the 1942 session included the reappointments of J. Monroe Johnson, Clyde B. Aitchison, and Claude R. Porter to new Interstate Commerce Commission terms; of George A. Cook to the National Mediation Board; and of Chairman Murray W. Latimer to the Retirement Board.

Tribute to the Railroads

From time to time the House and Senate heard speeches in tribute to the wartime job the railroads are doing. These included one wherein Senator Reed asserted that the railroads are doing "the most phenomenal job in their history," and proceeded to outline what he called "the record of the greatest transportation agency in the world, which should fill with pride the men who are making it, and which deserves the gratitude of the people of the United States." Sometime before, Chairman Lea of the House interstate commerce committee had said in a House speech that "in all the world no job is being better done today than by American railroads."

And so the old Congress gives way to the new which will bring many strange faces to Capital Hill. As noted in the *Railway Age* of November 14, page 801, nine members of the House interstate commerce committee will not be back; while the Senate committee on interstate commerce will lose Senator Schwartz, Democrat of Wyoming, who was among those defeated for re-election.

* * *



TAILORED TO FIT THE NEW MODEL!

America's Railroads are geared to fight today's War of Trans portation...because far-sighted management made sure they would be ready

Through 20 Years of Peace, the Railroads spent more than Ten Billion Dollars to fashion the United States with a modern armor of transportation...new and heavier rails, car equipment, bridges, towers, locomotives, signals, terminals ...the legion of things necessary for solid, rock-ribbed, transport efficiency.

That's why the Railroads were ready!

That's why, in America's crisis, the Railroads are coming through with the greatest mass-transport job in history. 8,000,000 troops moved since Pearl Harbor. Millions upon millions of tons of materials poured into industrial centers to keep production at top-speed And finished fighting machines, food and equipment for Allied forces... delivered on schedule...smoothly and speedily...with but minor inconvenience to essential civilian service.

Yes, the Railroads were ready when war came...are ready to meet mounting needs as the war-tempo increases...determined to do whatever is necessary to WIN!

Baltimore & Ohio Railroad

ONE OF AMERICA'S RAILROADS—ALL MOBILIZED FOR WAR

BUY U. S. WAR BONDS AND STAMPS

One of the Eastern Railroads' Series of Newspaper Advertisements

Railroads-in-War News

RRs Call Present Rates Reasonable

Reply to OPA's petition for cut says it ignores facts and exaggerates revenues

The nation is depending upon its railroads now "for the greatest quantity of transportation service ever rendered, requiring their full strength. They cannot keep themselves in condition to meet imperative national needs if, at the first sign of adequate earnings, their rates are to be cut forthwith, without regard to low earnings of the past or prospects of the future." In these words the American railroads begin their brief filed with the Interstate Commerce Commission December 15 in Ex Parte 148, answering the petition of Leon Henderson, price administrator, for further hearings in the case and elimination of the rate increases authorized by the commission early this year. The terms of the OPA petition were reported in *Railway Age* of December 12, page 975.

Petitions supporting the OPA plea were filed with the commission by the Department of Agriculture, with respect to rates on agricultural products, and by the National League of Wholesale Fresh Fruit and Vegetable Distributors with respect to rates on commodities in which it is interested. These petitions are answered collectively in the railroads' brief. A petition filed by Luther Harr, the federal government's bituminous coal consumers' counsel, asking that rate increases on coal be cancelled, was not referred to in the railroad reply.

"Certain fundamental misapprehensions of fact and law are more or less common to all" of these petitions, said the railroad brief. "The petitions emphasize railroad earnings in recent months, but completely ignore the fact that, in return for these earnings, the railroads are being called upon for the greatest quantity of service ever rendered. To meet the unprecedented national needs for transportation requires both the heaviest and most intensive use of existing railroad facilities and, in many instances, the creation of new facilities for the special needs of war. The railroads are providing and paying for these new facilities themselves, whereas the government has found it necessary to finance a large portion of the industrial expansion for war purposes. If the railroads are to be able to keep on doing their indispensable job in this war, they must be permitted to attain and maintain the needed financial strength."

The petitions ignore both the fact that railroad earnings are only enough to do what is now demanded of them and also the magnitude of the investment that makes it possible, the brief points out. "'If earnings which represent less than six per cent on the money invested in the railroads of the country now seem large, it is only by way of contrast with the low level of railroad earnings during more than a decade prior to 1942, a period during which the impaired state of railroad credit has been a subject of serious public concern.

"'Certainly the results of a part of one admittedly abnormal year constitute no basis for determining the reasonableness of the general level of railroad rates, in complete disregard of the earnings of a dozen years preceding."

Moreover, the brief continues, the increases allowed in Ex Parte 148 have not been sufficient to meet increased operating costs experienced this year. If the increases had been in effect in the whole year 1942 they would have produced about $357,000,000 in increased revenues for Class I roads, it states, while the December, 1941, wage increase required by the government has added $397,000,000 to railroad operating costs for the year, and in addition other added costs of $110,000,000 have resulted from higher prices paid for fuel, supplies and material.

Voluntary reductions in rates to meet special situations which the railroads have made during the war period amount probably to fully as much as is being realized from the increases to which the OPA has objected, the railroads point out. Among commodities affected by these reductions are ammunition, sugar, rubber and petroleum. The reductions on petroleum alone would amount, on an annual basis, to about $158,000,000, says the brief. In addition, service men traveling on furlough benefit by a special passenger fare which amounts to a reduction of approximately $70,000,000 a year.

These reductions have been ignored in the OPA petition, the railroads point out, but much stress has been put upon the revenue received from the large volume of government freight the roads have hauled at regular rates during the year. It is necessary, however, to discount these figures, the railroads state, because they may be required later to make refunds to the government to the extent that land grant rates are held to apply to this traffic, and also because much of the government freight has been handled on storage in transit arrangements which will require the roads to perform additional services without further compensation when materials now in storage are moved to their final destinations.

The railroads also say that, "although the recent price control legislation contemplates a stabilization of prices and

(*Continued on page 1008*)

ODT Orders Faster Tank Car Movement

Calls for "superlative effort" to move 900,000 barrels daily to seaboard

Regulations governing the assignment of tank cars, loading and unloading practices, and methods of moving loaded and empty tank cars on railroads, were amended and made more rigid by the Office of Defense Transportation in General Order ODT 7, Revised, issued and effective December 12.

At the same time ODT Director Joseph B. Eastman addressed a letter to the chief executives of every railroad involved in the eastern petroleum movement, and to the employees of these roads, calling for greater efforts on their part to increase the daily average movement of oil by rail to that section. "When the tankers were withdrawn from the coastwise service of supplying the eastern seaboard with petroleum products from Gulf ports, the duty of substituting for the tankers, so far as possible, fell chiefly on the railroads," the letter to railroad officers pointed out. "They have built up the traffic from practically nothing to about 750,000 barrels a day.

"I appreciate fully what you have already done," he said, "but I ask you, for the good of the nation, to do everything in your power to make the movement even better than it has been, and to co-operate with my office to that end."

In order to meet civilian needs and growing military requirements for oil, Mr. Eastman set as the "minimum goal" the daily delivery by rail to the East of 900,000 barrels, an increase of about 20 per cent over the recent average. "The exigencies of the situation now require still greater, and indeed a superlative effort," he declared. It was stated at the same time that the movement of petroleum in symbol trains scheduled by the roads in co-operation with the ODT accounts for approximately 70 per cent of the total. It is planned to step up this figure to 95 per cent, and the revised general order is intended to provide means to accomplish this. It also is designed to reduce the average over-all turnaround time of tank cars in this movement from the present figure of around 20 days to 15 days. The average round trip distance traveled by these cars is now about 3,600 miles.

In his letter addressed to railroad employees, Mr. Eastman said, "I ask you to do everything that remains in your power to make this movement of oil by rail even better than it has been. In this winter weather this will mean hard and even pain-

ful labor, but do not forget that it will be for the purpose of saving the people of the northern states . . . from what might be serious suffering."

Several provisions of the revised order apply to the movement of symbol trains. It provides that "all tank cars assigned to eastern petroleum service which originate at a symbol train origin, a concentration point, or within a concentration area shall be moved exclusively in unbroken blocks in symbol petroleum trains" as scheduled by the ODT. "In so far as practicable," it continues, "tank cars, after movement to destination in a symbol train, shall be loaded or unloaded and redispatched in the opposite direction in a symbol train within 24 hours after their arrival at the terminal of loading or unloading."

To assure the co-operation of shippers and receivers of oil products, the order further requires that "every person shipping or receiving eastern petroleum traffic shall complete the loading or unloading of tank cars as soon as possible after the arrival of such cars at the terminal of the rail carrier moving such cars, and in any event within 7 hours after placement for loading or unloading, and shall release any such cars within 15 hours after their actual or constructive delivery to such shipper or receiver. Every person receiving a tank car loaded with other than eastern petroleum traffic shall complete the unloading thereof within 24 hours after the arrival of any such car at the delivering carrier's terminal."

Switching movements are regulated by another section of the order, which says that every carrier shall switch tank cars in the eastern petroleum service, whether loaded or empty, to the plant of the receiver or from the plant of the shipper "within 4 hours after (1) the arrival of such cars at destination, (2) order for placement of empty cars at origin has been received, or (3) tender of the cars, loaded or empty, following loading or unloading."

The order further provides that railroads shall switch loaded or empty tank cars into blocks and arrange them in "delivering carrier order" in making up symbol trains, and that they shall dispatch symbol trains within 5 hours after delivery when destined to a single point or points within a distribution area, except that a 10-hour period is allowed if 30 or more cars so destined are tendered, but not a full train, or 15 hours if the railroad has advice that 15 or more additional cars for the same territory will become available within that time.

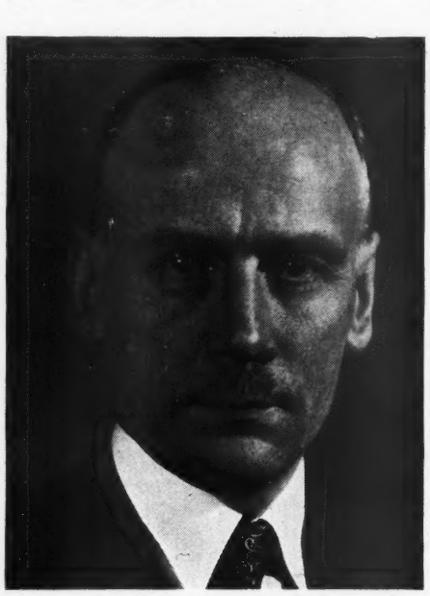
Sections of the order provide for diversion of symbol trains from the scheduled route to lines of other railroads whenever a road finds it impracticable to maintain the schedule, provided the diversion will expedite the train movement.

"The Office of Defense Transportation," says another section of the order, may "direct that any tank car or cars be assigned to eastern petroleum service, or any other service, exclusively." Provision is made for a perpetual inventory of all tank cars to be maintained by the ODT, and also an inventory of all loading and unloading facilities. Immediate repair of bad order tank cars by the carrier in possession at the time is directed without obtaining previous authorization from the owner. The provision requiring ODT permits for tank car movements of any commodity for distances under 200 miles is continued in simplified form.

"Every carrier," the order says further, "shall give constant and preferred attention to the switching and movement of empty tank cars in eastern petroleum service and shall use every possible means to expedite the return of such cars to the next point of loading, in symbol petroleum trains."

Knowles Becomes Assistant Transport Controller

An Order-in-Council has been issued appointing Leonard J. Knowles as executive assistant, Rail Transport, to T. C. Lockwood, Transport Controller for Canada (an office corresponding in some respects to the ODT in Washington). Previously, Mr. Knowles was commission traffic representative of the Canadian Railways, and his services have been loaned to the government for the duration of the war.



Leonard J. Knowles

A native of Nottingham, England, Mr. Knowles came to Canada as a youth in 1904. After previous railway experience, he occupied various positions in the freight tariff bureau of the Canadian Northern and Intercolonial from 1912 to 1918. Two years later, he became chief of tariff bureau of the Canadian National, and in 1923, was appointed chief of the rate section of the system. In 1931, he was appointed special traffic representative on Canadian Railway Commission matters for the Canadian National, in addition to duties before the Interstate Commerce Commission. His duties were extended in 1938 to include those of chairman of the C. N. R. "agreed charges" committee dealing with contract rates under the Transport Act. In December, 1939, he received the appointment of commission traffic representative with jurisdiction over freight traffic matters coming before the Board of Transport Commissioners for Canada and the Interstate Commerce Commission.

Mr. Knowles has frequently appeared as expert freight rate witness for the Canadian railways and the Canadian Freight Association.

November Export Traffic

Cars of export freight other than grain or coal unloaded at Atlantic, Gulf and Pacific ports in November totaled 71,799 cars, compared with 56,104 in November, 1941, according to the Association of American Railroads. Cars of grain for export unloaded in November at these ports totaled 3,250, compared with 2,920 in the same month last year.

Harstad and Hayes Join ODT's Rail Transport Division

Oscar N. Harstad, general manager of the Chicago, Milwaukee, St. Paul & Pacific, and William E. Hayes have been appointed associate director and assistant director, respectively, of the Division of Railway Transport, Office of Defense Transportation. Mr. Hayes, who will be in charge of passenger operations, comes to the Division from ODT's information office where he had been serving since last April.

Decides Against Building Railroad to Alaska

The War Department does not consider that a military necessity exists for the construction at the present time of the proposed trans-Canadian railroad to Alaska, according to a December 10 announcement. The announcement said that the survey of the proposed line to supplement the Alcan Highway had been completed by the Army Engineers in cooperation with the Canadian government; and the details of such survey "have been filed for possible future wartime use."

Maximum Prices for Ties

New maximum prices, reflecting "substantial increases," have been established by the Office of Price Administration for railroad ties, mine timber and industrial blocking in 15 Western states. The new regulation is Maximum Price Regulation No. 284, which became effective December 18.

The products involved were previously covered under the General Maximum Price Regulation, with the exception of railroad cross ties and switch ties, which were under Maximum Price Regulation 216. The new maximums, the OPA announcement said, "are in line with those established for comparable lumber items now under regulation."

Rail Affiliate Has Labor Trouble Over ODT Bus Order

Labor trouble has come to the New England Transportation Company, affiliate of the New York, New Haven & Hartford, as a result of its undertaking to effect arrangements for compliance with the Office of Defense Transportation's Special Order ODT No. B-32 which requires the co-ordination of bus operations

and the pooling of revenues by N. E. T. and two other companies on Providence, R. I.,-New Bedford, Mass., routes.

The order, noted in the *Railway Age* of November 28, page 895, became effective December 4, when N. E. T. faced a one-day strike against its action in furloughing three employees. The walkout was terminated when N. E. T. met a request of Director Eastman of ODT and agreed to continue the employees on the payroll for one week pending negotiations of the controversy. On December 11 Director Eastman came through with another request that the arrangement be continued for still another week beginning December 12.

Conventions Should Help Win the War, Says Eastman

Railroads will have "extremely limited facilities in 1943 for passengers not in the armed services or not on business of an essential or emergency character," said ODT Director Joseph B. Eastman, December 15, in a statement urging associations planning conventions to consider carefully the value of such gatherings to the war effort.

The ODT, he said, "cannot undertake to assess the essentiality of each of the many thousands of meetings and conventions normally held in the United States each year." The officers and members of the individual organizations should ask themselves if the gathering will help shorten the war, he declared, and should abandon plans for meetings unless the question clearly merits an affirmative answer. Pointing out that railroad passenger traffic has increased over 50 per cent above last year's level in the country as a whole, and more than 100 per cent in some sections, Mr. Eastman stressed the fact that troop movements, which a few months ago amounted to a million men per month, now have reached about twice that figure.

Lake Ore Movement Exceeds Goal Set by WPB

Iron ore carriers on the Great Lakes this season brought down 92,077,000 gross tons or 577,000 tons in excess of the 91,-500,000-ton goal which had been set by the War Production Board. The season's total, which exceeds by 14.9 per cent the previous high of 80,116,000 tons established last year, was announced by Director Eastman of the Office of Defense Transportation on December 12 "as the last ore cargo of the season neared its Lower Lakes dock en route to steel mills."

Meanwhile the falling temperatures have caused ODT to abandon the previously-expressed hope that weather conditions would permit the movement of a considerable volume in December. Post-season insurance and rate-increase arrangements in that connection had been made with the War Shipping Administration and the Office of Price Administration, as noted in the *Railway Age* of December 5, page 934.

While ODT orders diverting all possible lake vessels to the ore movement cut the season's coal and grain tonnage, Mr. Eastman disclosed that there was nevertheless a 1942 movement of 49,005,481 tons of coal as compared with 50,911,389 tons last year. Grain traffic totaled 98,-224,000 tons as compared with 118,190,000 tons in 1941.

ODT's Extra Passenger Section Restrictions Eased

Railroads are permitted to operate extra sections of scheduled passenger trains whenever weather conditions make it necessary to divide trains to provide adequate heating or to insure safety of operation, according to an amendment to General Order ODT 24, announced by the Office of Defense Transportation December 12. The same amendment exempts from the provisions of the general order freezing passenger train schedules as of September 26 any trains or cars operated in the service of governments allied with the United States, and it also allows railroads to employ in regular passenger service motive power and equipment proceeding to or returning from points of origin or destination of troop movements.

General Permit ODT 24-5, issued at the same time, authorizes the railroads to operate during the period from December 12, 1942, to January 15, 1943, whatever extra passenger trains or sections may be needed to take care of increased holiday travel by service men on furlough. The same permit authorizes the roads to include passenger cars in trains ordinarily operated primarily for mail or express traffic. Reports of operations under these regulations are required at stated intervals.

Sales of Damaged Goods Exempt from Price Controls

Sales of damaged commodities by transportation companies, insurance companies and agents of the United States government have been exempted from price control by the Office of Price Administration. The exemption, effective December 21, came in Amendment No. 46 to Supplementary Price Regulation No. 1 of the General Maximum Price Regulation.

Previously the exemption had applied only to persons engaged in reconditioning and selling such commodities; and thus railroads which wished to sell salvaged goods themselves were forced to resort to salvage handlers in order to avoid ascertaining applicable maximum prices for each article.

ODT to Become "Claimant" Under Materials Plan

The Office of Defense Transportation is to be made a "claimant agency" under the War Production Board's new Controlled Materials Plan which is being launched on a gradual basis to become fully effective next July 1, it was learned this week. Thus will the transportation industry come out from under the wing of the WPB Office of Civilian Supply to assume a place for itself on the Requirements Committee which doles out available materials.

Although no official announcement of the change had been made when this issue went to press, it is understood that ODT is one of several additional agencies to be given "claimant agency" status, the others including the Petroleum Administration for War, and the Office of Rubber Director Jeffers. As noted in the *Railway Age* of November 7, page 742, where the Controlled Materials Plan was outlined, the original "claimant agencies" were the Army, Navy, Maritime Commission, the Aircraft Scheduling Unit, Lend-Lease, Board of Economic Warfare, and the Office of Civilian Supply.

Civilian Supply's representative on the

* * *

Women Keep Long Island's Engines Clean

These ten women are among the 28 who now work for the Long Island as engine cleaners, and are reported to be doing a good job—laundering as many as 50 locomotives daily. Here they are at the close of the day, returning to their locker room at the Morris Park yards, near Jamaica, Long Island, N. Y.

Requirements Committee has been Joseph L. Weiner through whom ODT presentations requesting material allocations for the transportation industry have heretofore been made. Mr. Weiner last week was promoted from deputy director to director of the Office of Civilian Supply, succeeding Leon Henderson who resigned to devote more time to his other role of administrator of the Office of Price Administration.

RRs Call Present Rates Reasonable

(*Continued from page 1005*)

wages on the basis generally of those in effect September 15, 1942, the present petition of the Price Administrator seeks to *reduce* the level of railroad rates, fares and charges below that in effect on that date. This effort to depress railroad rates below the level in effect on the stabilization date is made in spite of the fact that the increases in transportation charges involved herein, which had gone into effect six months prior to that date, average only 4.7 per cent in the case of freight rates and 9 per cent in the case of passenger fares. . . . Since the present war began in Europe, the railroads have experienced an increase of more than 18 per cent in the prices of fuel, materials and supplies, and of more than 14 per cent in the level of wages required to be paid by them to their employees. While the Price Administrator is seeking to reduce the level of railroad rates below that in effect on the stabilization date of September 15, 1942, there is no known effort by him to bring about a concurrent reduction in the prices effective on that date covering the labor and materials used in the performance of railroad service."

At the rate levels now in effect, the brief continues, the revenue per ton mile received by the railroads amounts to 0.927 cent, as compared with 0.942 cent in 1941, and is less than for any year since 1918.

The emphasis placed by the Price Administrator on the increase in traffic experienced by the railroads in 1942 ignores the fact that the commission contemplated a great increase and took it into consideration in allowing increases to be made, the railroads add. His emphasis on the economies alleged to result from ODT orders and the commission's emergency car service orders is said to evidence a misconception of the purpose and the effect of these orders, which are directed solely to obtaining a maximum utilization of existing facilities and assuring uninterrupted performance in the present emergency. The net effect of these orders on revenues is scarcely capable of exact determination, the brief adds, as some result in economies while others add to costs of operation.

"In urging the recent action of Congress imposing a three per cent tax on freight charges as another development making the continuance in effect of these rate increases 'especially dangerous,' the petition of the Price Administrator ignores the fact that that action . . . does serve to indicate a striking disagreement between the Congress, which is the policy-making branch of our government, and the Price Administrator as to the importance of transportation charges in connection with the stabilization program," say the roads.

Other sections of the railroads' brief point out that the Price Administrator has not charged that rates now in effect violate the Interstate Commerce Act, from which the commission derives its authority over rates, and that the Emergency Price Control Act, from which the administrator derives his powers, specifically exempts rates of common carriers from its regulations. "Tested by the principles heretofore recognized by the commission in administering the provisions of the Interstate Commerce Act," it adds, "the present rates are just and reasonable and may not properly be reduced." If the roads cannot earn a reasonable rate of return in times of depression, they must have an opportunity to earn more than a reasonable return in times of prosperity, else they will not be able to provide adequate service in the present emergency and in the postwar period. This principle is ignored by the Price Administrator, say the railroads, since he asks the commission to require an immediate reduction in rates based solely on improved revenues realized in a few months of a single year.

The roads' net income for 1941, with which the OPA petition asserted they were "well satisfied," was said by the commission in its report in Ex Parte 148 to compare unfavorably with the average net income of the 1921-1930 period, the railroad brief adds. The roads must be permitted to retain these earnings, it says, "unless the commission is to turn its back upon the whole philosophy uderlying public regulation of railroads under private ownership." Figures are given to show the extent to which earnings have been applied to the reduction of debt, and attention is drawn to the need the roads will have for means to finance additions and betterments required for the war effort.

Before the railroad brief was filed with the commission, that body on December 7 issued an order by which it overruled motions made by the Office of Price Administration and the New York State Public Service Commission that the request of railroads for authority to apply to New York intrastate commutation fares increases authorized on interstate fares be dismissed.

December 5 Week's Oil Shipments

Tank car shipments of petroleum and petroleum products into the East-Coast area during the week ended December 5 averaged 767,058 barrels daily, a decrease of 11,794 barrels under the previous week's daily average, according to Petroleum Administrator Ickes. Mr. Ickes gave the figures this time in the first of the weekly bulletins to be issued in his new role of Petroleum Administrator for War.

The bulletin listed as the December 5 week's "principal development" the issuance of a PAW directive to all gasoline shippers ordering them to stop shipping gasoline in railroad tank cars from the Middle West and Southeast into Florida, Georgia, North and South Carolina, West Virginia, and the western portions of New York and Pennsylvania. "Cars released from this service," the bulletin said, "are to be used exclusively to haul kerosene and home-heating oils into the remaining sections of the Eastern Seaboard, principally New England, and to meet East Coast naval demand."

Also announced was the first shipment of fuel oil from a new pipe line-barge terminal on the Mississippi river at Helena, Ark., which was bound up-river to Cincinnati, Ohio, where it will be transferred to tank cars for movement to the East. Shipments via this route are expected to reach 25,000 barrels a day by the end of this month, stepping up to a daily average of 55,000 barrels by early February. On December 2 the first shipment of Texas crude was received in Bayway, N. J., via the recently reversed Tuscarora pipe line across Pennsylvania.

Mr. Ickes' announcement of the December 5 week's daily average deliveries of 767,058 barrels recalled that a peak movement of 856,710 barrels daily was attained in the week ended September 19. At a December 10 press conference the petroleum administrator told of a recent talk with J. J. Pelley wherein he had told the Association of American Railroads' president that the railroads had to do "a damn sight better job than they have been doing lately." Also, Mr. Ickes has told the War Production Board that it could assign to the oil movement a substantial number of tank cars now being used for other traffic. Mr. Pelley is understood to have assured Mr. Ickes that the railroads would do everything possible to increase the oil movement, there being no disagreement between him and the petroleum administrator as to the need for such increase.

Another recent move to alleviate the situation was WPB's action to provide for the manufacture of 300 semi-trailer petroleum tanks of approximately 4,000 gallons capacity. The authorization came in a December 11 amendment to Supplementary Limitation Order L-1-G. "Officials of the Automotive Division and transportation experts agree that the use of these 300 trailer tanks for short hauling in the Middle West will release about 1,500 railroad tank cars for the long haul to the Eastern Seaboard," the WPB announcement said.

WLB Commission Will Handle Truck Industry Labor Cases

The National War Labor Board on December 16 set up a tripartite Trucking Commission with power to decide all labor disputes and to rule on wage and salary adjustments in the trucking industry. The commission's decision will be subject to WLB review.

The chairman of the commission is Professor Howard Meyerhoff of Smith College; the industry member is Landis O'Brien, executive vice-president of the CCC Highway Express Company, Cleveland, Ohio; and the labor member Frank Tobin, research director of the International Brotherhood of Teamsters, A. F. of L. The commission will handle not only cases in the trucking industry but also cases involving the trucking activities of other industries, whenever they are referred to it by WLB.

GENERAL NEWS

Wage Conference on With Non-op Unions

Carriers protest giving case to special panel—Urge WLB retain control

Initial meeting between representatives of the non-operating unions and the railroad managements, on demand of the former for increases in wages and a closed shop, was held in New York on December 15-17, adjournment then being taken until early in the new year. Railroads of all three territories participated in the New York meeting—but not on a nation-wide basis. That is to say, the unions' committee conferred concurrently with three separate railroad committees, one representing Eastern Lines, another the Southern and another the Western.

Meantime, on December 16, the Eastern, Southeastern and Western railroads made "strong representations" to the War Labor Board that the Board not surrender its jurisdiction under the Anti-Inflation Act over the pending demands of the railroad operating unions for wage increases of 30 per cent and of the non-operating organizations for increases of 20 cents per hour. The carriers protested the transfer of this wage controversy to a special board to be selected from the membership of a so-called Railway Labor Panel, to administer the President's Stabilization Order of October 3, 1942, for the railroads.

"If the railroad employees are to be singled out for special treatment by a board of their own, while employees in other industries must abide by the determinations of the War Labor Board, it is not difficult to foresee that there may well result a feeling of dissatisfaction and discrimination which would weaken the whole anti-inflation policy of stabilization," said the representatives of the carriers.

The standards of the Anti-Inflation Act would be more likely to be applied uniformly by the WLB, which is responsible to Congress and the public for their general application to all classes of employment, than by a special and temporary board of the Railway Labor Panel set up to hear this one case, the railroad representatives believe.

"The National War Labor Board is the agency specially charged with determining and maintaining the standards of the Anti-Inflation Act," they said. Its special function is to see that wage disputes are settled in accordance with those standards and the policy of stabilization.

"A standard to be effective must be applied with a reasonable degree of uniformity. If the standards of the Anti-Inflation Act are to be applied by separate and independent boards in each general industry, it is inevitable that they will be applied unequally. One application will be, or will be thought to be, more lax and another more strict." Accordingly, the representatives of the railroads urged that the wage controversy in their industry should remain under the control of the National War Labor Board.

Study of R. R. Research Is Published as Pamphlet

The analysis of "business" research on the railroads by George Rugge—an extensive abstract of which was published in *Railway Age* of October 17, page 604, and October 24, page 644—is now available in a convenient 48-page pamphlet, published by Massachusetts Institute of Technology, Boston, as No. 3 of "Reports on Sponsored Fellowship Investigations in Industry." The title of Mr. Rugge's study is "Business Research as a Tool for Railway Management" (price not given on the printed copy).

The full manuscript of Mr. Rugge's report is given in this pamphlet—which, thus, is far more comprehensive than the summary article which appeared in *Railway Age*. The author surveys the reasons for research of the "business" type by railroads and possible means of accomplishing it—and then records the actual practices of railroads in this kind of inquiry, concluding with definite recommendations for success in such undertaking.

This is the only up-to-date discussion of the subject from a standpoint of comprehensive principles which is available in print, so far as is known to us. No one with a serious interest in this timely subject will want to be lacking a copy of Mr. Rugge's analysis, for reading and for reference.

N. M. B. Appointment

Ross R. Barr, of St. Louis, Mo., has been appointed by the National Mediation Board to its staff of mediators, the appointment having been made from the eligible list certified by the United States Civil Service Commission. The announcement from N. M. B. Secretary Robert F. Cole said that Mr. Barr has had more than 30 years of railroad service, principally with the Kansas City Southern and Missouri-Kansas-Texas.

Closer Control of N. E. Coastwise Coal

Vessels still in the fuel trade are to be supervised more minutely

Revised General Order ODT 15, issued by the Office of Defense Transportation on December 14, will on February 1, 1943, extend the present permit system on waterborne coal traffic along the Atlantic coast, meanwhile requiring coastwise collier operators "to devise or submit for approval plans for joint action or outright pooling of equipment or to show cause why they fail to take such action." Only the broadening of the permit system will be deferred until February 1, other provisions of the order having become effective on the date of issue.

The broadened permit system will cover, with certain exceptions, all coal shipments by water from points on the Atlantic Coast north of the Hampton Roads, Va., area to all points in the United States. Present requirements are applicable only to colliers operating between points north of the Hampton Roads area and ports west of Stonington, Conn. The revised order will also require a special or general permit for the shipment of ex-dock coal. That provision, the ODT announcement said, 'will permit the ODT to require that coal shipments be made by whatever type of transportation is most suitable."

The order was necessary, the announcement also said, partly because of the shortage of water transport facilities available for New England coal traffic. It was emphasized, however, that the purpose was to be prepared "to meet any spot coal shortages which may develop in New England," ODT officials meanwhile making it "clear" that "the coal situation in the New England states is for the most part satisfactory."

The order specifically exempts the following vessels and operations: (1) Transportation of coal consigned by or to the United States or any of its departments or agencies; (2) any vessel operated by or under the direction of the military or naval forces of the United States; (3) the transportation of coal by any vessel when the coal is intended for use as bunker fuel in that vessel; (4) the transportation of coal to any watercraft when coal is intended for use as bunker fuel in that craft.

Along with the general order came Suspension Order ODT 15, Revised-1, excepting from the permit requirements local deliveries of coal within the New York and Philadelphia, Pa., harbors and contiguous harbors; and shipments between points in

the state of Maryland and between points in the state of Virginia. Also excepted are movements of ex-dock coal by motor truck for distances not over 35 miles when loads to any one user do not total more than 500 tons in any calendar month.

Freight Station of Tennessee Central Burned

Fire, of an unknown origin, damaged the freight station of the Tennessee Central at Nashville, Tenn., on December 4, to the extent of $200,000.

Aitchison and Porter Confirmed for New I. C. C. Terms

The Senate on December 3 confirmed President Roosevelt's nominations of Interstate Commerce Commission Chairman Clyde B. Aitchison and Commissioner Claude R. Porter for new terms expiring December 31, 1949. Confirmation came the same day on which the nominations were reported favorably from the Senate committee on interstate commerce.

District Court Approves Colorado & Southern Petition

The petition of the Colorado & Southern for adjustment of its indebtedness under the McLoughlin Act has been approved by the District Court at Denver, Colo., and February 23 was set as the date for final hearing on the plan. If the court, following this hearing, grants the final petition of the road, the company will be permitted to retain active management of its own operations during the adjustment period.

Deadline Near for First Truck Tire Inspections

In a joint statement issued December 12 the Office of Defense Transportation and Office of Price Administration called truck owners' attention to the requirement that no truck can be lawfully operated after January 15, 1943, without an endorsement by an approved tire inspector on the vehicle's ODT Certificate of War Necessity. All such inspections must be made by persons designated by the OPA's local War Price and Rationing Boards. Maximum charges for such services have been established under OPA Price Regulation 165, but it is pointed out that inspectors may perform this work without charge if they so elect. It is further suggested that fleet operators may have their own service or maintenance employees designated to make such inspections by applying by letter to the rationing boards for official appointments.

Model Engineers Exhibit Opens February 11

The fifteenth annual exhibition of the New York Society of Model Engineers will be held at 152 West 42 street, New York, from February 11 to February 22, inclusive, with a complete exhibition of mechanical models and a scale model operating railway. The exhibit will be open daily from 5:30 to 9 p. m., and from 1 p. m. to 9:30 p. m. on Saturdays, Sundays and holidays. A special cut rate admission fee is offered to men and women in the armed forces.

Mexican Union Refuses to Change Working Rules

The Mexican Union of Railroad Workers has refused to agree to changes in working rules suggested by the general manager of the National Railway of Mexico. When the United States and Mexico recently entered into an agreement involving the rehabilitation of the railways, the union agreed to co-operate with the government and the railway in order to facilitate the work to be done by the United States. Immediately thereafter the general manager asked the union to agree to 27 changes in working rules. In its reply the union stated that it will co-operate in the rehabilitation of the railroad but that it is not willing to modify any of the clauses of its labor contract which might directly or indirectly result in a change in wages or personnel.

Injunction Against Brotherhoods Upheld by U. S. Court

The action of the District Court at Peoria, Ill., in granting an injunction, on January 19, enjoining the Brotherhood of Railroad Trainmen and the Brotherhood of Locomotive Firemen & Enginemen from any violence in the strike against the Toledo, Peoria & Western was upheld by the United States Circuit Court of Appeals on December 16. In the opinion, written by Judge Walter C. Lindley and concurred in by Judge William M. Sparks, the acts of violence were reviewed and the judges affirmed the injunction. Judge Sherman Minton dissented. The affirming judges rejected all five points of the Brotherhoods appeal and declared further that some of the officers of the Brotherhoods knew that violence against the railroad was planned.

November Employment 9.61 Per Cent Above 1941

Railroad employment decreased another 0.27 per cent—from 1,321,453 to 1,317,865—during the one-month period from mid-October to mid-November, but the October total was 9.61 per cent above the comparable 1941 figure, according to the latest summary of preliminary reports prepared by the Interstate Commerce Commission's Bureau of Transport Economics and Statistics. The index number, based on the 1935-1939 average as 100 and corrected for seasonal variation, was 128.2 for November as compared with October's 126 and November, 1941's 117.

November's decline under the previous month was due entirely to the 2.95 per cent drop in maintenance of way and structures

Make-Work on the Railroads

"The Big Five operating unions are asking the railroads for a 30 per cent increase in wages, with a minimum increase of $3 a day. In connection with their claims, it is to be hoped that attention will be called to certain remarkable wage-payment and make-work practices that have grown up on the railroads. A monograph prepared for the recent Attorney-General's Committee on Administrative Procedure by an investigating staff called attention to some 'extreme' awards by the National Railroad Adjustment Board. One of these required railroads retroactively to pay yard crews twenty hours' pay for eight hours' work when the crew was called for duty thirty minutes before the starting hour.

"The Class I railroads themselves, in their own statement prepared for the Attorney-General's Committee, cited other cases. They gave innumerable examples in which the Board had decided that 'each separate operation on the railroad, no matter how minute, such as talking over a telephone or spiking or unspiking a switch, is so far an exclusive property of a particular class of employee that if an employee of another class, in the course of his regular duties, performs such operation he must not only be paid an extra day's wages for doing so, but at the same time the furloughed or unemployed members of the class held to be entitled to perform the operation must be paid a day's wages for not having been called upon to perform it.'

"Thus in one case a local freight crew dropped three cars and picked up three other cars on an oil company siding, doing work which required fifteen minutes. There was no switch engine crew on duty at the time at this point. For this work the Board ordered not merely that the local freight crew should receive extra compensation, but that an extra yard foreman and an extra switchman, who were not on duty and performed no service whatever, should be awarded a day's pay for not having been used to do this work.

"These are a few among many such decisions by the Board. They require the employment of additional men to perform work which these men are not needed to perform, and the employment and payment of men for whom there is no work available. It is clear that such decisions have compelled the railroads in many cases to adopt costly, wasteful and inefficient methods. In a total war, when skilled manpower falls far short of our needs, and when maximum production is a question of national survival, such make-work practices become inexcusable."

—From the New York Times.

employees, all other groups being up slightly with a range from 0.04 per cent for the maintenance of equipment and stores group to 1.82 per cent for the transportation employees other than train, engine, and yard.

Meanwhile November employment in all groups was above that of November, 1941, the range being from 7.37 per cent in the maintenance of equipment and stores group to 12.49 per cent in the transportation group embracing yardmasters, switchtenders and hostlers. The second largest increase was in the professional, clerical and general group, up 12.37 per cent.

September Bus Revenues 84.1 Per Cent Above September, 1941

Class I motor carriers of passengers reported September revenues of $26,538,580 as compared with $14,413,341 in September, 1941, an increase of 84.1 per cent, according to the latest monthly compilation prepared by the Interstate Commerce Commission's Bureau of Transport Economics and Statistics from 147 reports representing 152 bus operators. Passengers carried were up 91.5 per cent, from 18,306,684 to 35,055,093.

	Passenger Revenue		Passengers Carried	
	September 1942	September 1941	September 1942	September 1941
New England Region	$1,482,571	$720,756	3,503,340	1,567,570
Middle Atlantic Region	3,082,082	1,850,689	5,456,536	3,204,519
Central Region	3,846,676	2,440,105	5,631,091	3,336,400
Southern Region	6,757,702	3,640,122	8,636,812	4,545,688
Northwestern Region	777,392	436,787	558,350	319,701
Mid Western Region	2,354,538	1,238,510	1,705,371	839,310
Southwestern Region	4,214,970	1,884,850	5,200,604	2,020,135
Rocky Mountain Region	334,941	155,398	193,025	97,379
Pacific Region	3,687,708	2,046,124	4,169,964	2,375,982

The breakdown by regions of the bus revenue and traffic figures, which exclude data on charter or special party service, is given in the accompanying table.

Government Travel Bureau Asks To Be Abolished

The skeleton organization remaining of the United States Travel Bureau of the Department of the Interior, set up before the outbreak of the present war to encourage vacation travel in this country, will be eliminated if the recommendation last week of its chief, W. Bruce Macnamee, is accepted. Work for the military services has occupied its staff in recent months, but this has been virtually completed, it is said, and the usefulness of the bureau cannot be justified under present conditions.

United Mine Workers Extending Welcome to Railroad Men

Using the slogan, "We Dig It, You Haul It," the United Mine Workers union directed by John L. Lewis is reported to be actively encouraging railroad employees to become affiliated with its Division 50, which imposes no occupational restrictions on its membership. O. E. Gasaway, president of the organizing committee, which has headquarters in Washington, D. C., has been quoted as saying that "thousands" of railroad employees have sought membership. Applications from railroad employees are accepted on the grounds that the union has a nation-wide organization, that it represents workers "from handcart to engine," that its membership dues are $1.25 per month, and that the railroad brotherhoods are a "disorganization." Organization meetings are reported to have been held in Cleveland, Toledo and Akron, Ohio, St. Louis and Kansas City, Mo., and in other Midwest cities.

Club Meetings

The Northwest Car Men's Association will meet at the Midway Club, St. Paul, Minn., at 8 p. m. on January 4. J. E. Mehan, assistant to superintendent car department, Chicago, Milwaukee, St. Paul & Pacific, Milwaukee, Wisc., will discuss the new A. A. R. rules.

The New England Railroad Club will hold its next meeting at the Hotel Touraine, Boston, Mass., on January 12 at 6:30 p. m. A. L. Sorensen, assistant to vice-president, Association of American Railroads, will present a paper entitled "Railroads Were Ready."

The Car Foremen's Association of Omaha, Council Bluffs and South Omaha Interchange will hold its next meeting at the Burlington station, Omaha, Neb., on January 14.

The Pacific Railway Club will hold its next meeting at San Francisco, Cal., on January 14. "The Railroads' Manpower Problems" will be presented by W. H. Moulthrop, supervisor of labor employment of the Southern Pacific, who will be followed by representatives of other Pacific coast roads in a symposium of discussions. Women, presently employed by railroads and transit companies to replace men, will speak on that phase of the subject. The club's associate members' holiday entertainment, held each year in December, will be omitted in 1942, in keeping with the desire of ODT to limit train and bus travel during the holiday season and with the request of W. M. Jeffers that automobiles not be used unnecessarily.

Representation of Employees

National Mediation Board reports on recent representation-of-employees disputes show that the Brotherhood of Locomotive Firemen and Enginemen has supplanted the Brotherhood of Locomotive Engineers as the representative of locomotive engineers on the Nashville, Chattanooga & St. Louis. B. of L. F. & E., which invoked the Board's services, won the election by a vote of 170 to 111.

The Board has also certified the American Train Dispatchers Association as the representative of train dispatchers and power directors on the Virginian. On the Harbor Belt Line (Los Angeles Harbor, Calif.), the yardmasters have chosen the Brotherhood of Railroad Trainmen, which in another election won the right to represent

* * *

Union Pacific Scraps Old Fire Engine

The U. P. is scrapping its 74-year old "Thomas C. Durant," the first steam fire engine west of the Missouri river. Built in 1867 by the Amoskeag Mfg. Co. of Manchester, N. H., and named after the vice-president of the road from 1863 to 1869, the engine was brought to Omaha in 1868 to protect company shop properties.

road conductors and road trainmen of the Pecos Valley. Road conductors of the Buffalo Creek & Gauley have chosen the Employees' League of the Buffalo Creek & Gauley Railroad Company, while the contest for the right to represent locomotive engineers of that road ended without certification, the League and the United Mine Workers of America each receiving one vote.

Freight Car Loading

Carloading reports for the week ended December 12 were so delayed that the Association of American Railroads had not announced the figures when this issue went to press.

Loading of revenue freight for the week ended December 5, totaled 759,621 cars and the summary for that week, as compiled by the Car Service Division, A. A. R., follows:

Revenue Freight Car Loadings

For the Week Ended Saturday, December 5

District	1942	1941	1940
Eastern	143,220	172,649	158,265
Allegheny	159,738	180,777	153,806
Pocahontas	51,864	56,020	46,725
Southern	116,193	122,191	114,393
Northwestern	88,017	112,052	89,821
Central Western	126,573	126,627	119,283
Southwestern	74,016	63,059	56,220
Total Western Districts	288,606	301,738	265,324
Total All Roads	759,621	833,375	738,513
Commodities			
Grain and grain products	44,277	42,754	35,465
Live stock	18,316	14,631	15,596
Coal	161,500	150,479	148,406
Coke	14,250	13,153	12,567
Forest products	38,990	41,005	39,833
Ore	26,223	36,087	12,488
Merchandise l.c.l.	89,481	156,420	155,319
Miscellaneous	366,584	378,846	318,839
December 5	759,621	833,375	738,513
November 28	743,533	866,180	728,525
November 21	836,427	799,386	733,488
November 14	826,601	883,890	745,295
November 7	829,490	873,582	778,318
Cumulative Total 49 Weeks	40,743,897	40,077,169	34,378,452

In Canada.—Carloadings for the week ended December 5 totaled 66,885 as compared with 71,301 for the previous week and 66,666 for the corresponding week last year, according to the compilation of the Dominion Bureau of Statistics.

Total for Canada:	Total Cars Loaded	Total Cars Rec'd from Connections
December 5, 1942	66,885	32,720
November 28, 1942	71,301	35,232
November 21, 1942	70,260	34,367
December 6, 1941	66,666	32,402
Cumulative Totals for Canada:		
December 5, 1942	3,194,614	1,658,921
December 6, 1941	3,019,804	1,467,308
December 7, 1940	2,656,430	1,215,295

Ward Files Second Suit for West Coast Strike Losses

A civil suit, seeking $2,890,286 damages from railroad and trucking companies was filed in the District Court at Portland, Ore., by Montgomery Ward & Co. on December 4. This suit, like the one filed at Oakland, Cal., on December 3, as reported in the *Railway Age* of December 12, contends that the shipments were held up during a strike in 1941 although plaintiffs were obligated by their published tariffs to perform transportation services as common carriers. Railroad companies listed as defendants include the Northern Pacific Terminal Company of Oregon; the Great Northern; the Spokane, Portland & Seattle; the Northern Pacific; the Union Pacific; the Southern Pacific and Railway Express, Inc.

Long Island Cannot Compete with Subway Fare

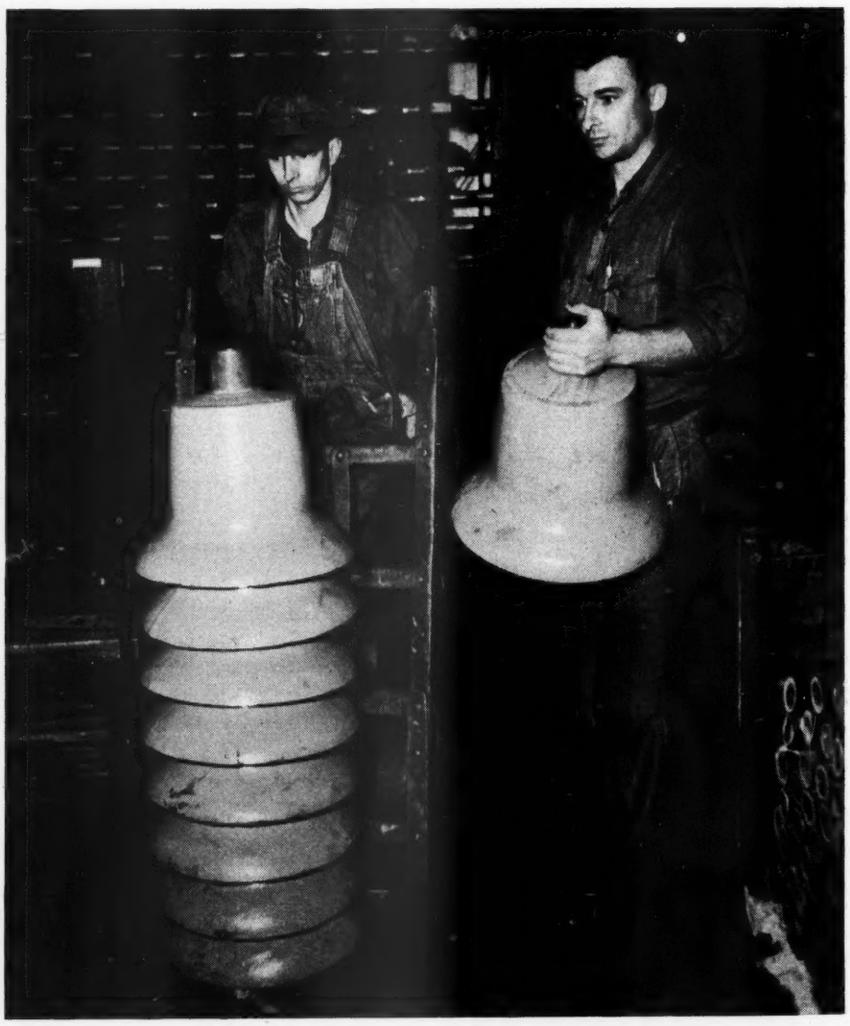
The effect of competition by city-owned subways upon the passenger patronage of the Long Island Rail Road is featured in the current installment of the public presentations of the J. G. White Engineering Corporation's report on a year's study of the railroad. The presentation points out that the Forest Hills station once had 2,415 commuters versus only 89 today, due to the extension of the city-owned 8th avenue subway through Forest Hills to Jamaica. It is noted that even if the railroad were to cut its 60-trip commutation rate in half, it could not meet the 5-cent subway fare, but that a municipality can arbitrarily set a fare for its self-owned lines, regardless of whether that fare meets expenses, and that its operation is tax-free with deficits made up by the taxpayers.

Two charts illustrate graphically how subway competition has cut into the Long Island's passenger business. The first shows that before the subway extensions were completed, 43 per cent of the railroad's commuting patronage came from within a radius of 15 miles of the Pennsylvania station and totaled 34,000,000 passengers a year. The second shows that after these subway extensions were completed, commuter patronage within that radius fell to about 5,000,000 passengers a year by 1941—or 29,000,000 fewer than in 1931. With "feeding" bus lines carrying to the subways a large number of former commuters, the subways took, between May, 1931, and May, 1941, 60 per cent of the railroad's commuter business within the 15-mile zone.

Air Cargo Research

Wayne University, Detroit, has announced a research project into air cargo, under the title of "Evans Grant for Air

* * *



Erie Makes Steel Locomotive Bells to Replace Bronze

Weighing only 55 lb., the new steel bell is larger but much thinner than its 131-lb. bronze predecessor. The new bell consists of a die-forged top piece and sheet metal skirt, welded and then pressed into shape. These new units will replace old bronze bells as quickly as they wear out or become cracked. Trainmen say the new bell is "easier on the ears."

Cargo Research" (the donor of the funds for the investigation being E. S. Evans, president, Evans Products Company).

The purpose of the study is "to get down to fundamentals regarding traffic that is likely to be available at the conclusion of the war for transportation by aircraft."

The research will be under the direction of Dr. Spencer A. Larsen, associate professor of marketing in the university's School of Business Administration. Allen Dean, transportation manager, Detroit Board of Commerce, will serve as traffic consultant.

New Montreal Terminal to Open in Spring

The new Canadian National passenger terminal in Montreal will be opened for traffic next spring. No definite date has been set, company officers saying merely that it will be "between April and June."

The total cost of the project will be about $25,000,000. The terminal was originally planned under the regime of the late Sir Henry Thornton as a $50,000,000 project. Its construction was interrupted during the depression between 1931 and 1935 and, when resumed, it was replanned on a reduced scale.

Contracts of Contract Carriers

Reporting on reconsideration of the Ex Parte No. MC-9 proceeding involving the filing of contracts by contract truckers, the Interstate Commerce Commission, Division 2, has further modified the prior reports to require that contract carriers which file schedules of minimum rates and charges for services not previously described in schedules on file, shall at the same time file true copies of the actual contracts or proposed contracts covering such services.

The report reveals that the commission deemed this action necessary in view of difficulties it has encountered in administering that provision of the Transportation Act of 1940 which amended section 218 of the Interstate Commerce Act to require the filing by contract truckers of minimum rates "actually maintained and charged."

Advertising Agents Will Hold No Meeting in January

The American Association of Railway Advertising Agents will not hold its annual meeting in January. However, the Executive committee will convene at the Union League Club in Chicago on January 16 and members in Chicago on that date are invited to participate. The Nominating committee has nominated the following members to be officers for the ensuing year and unless other nominations are made by members, the Executive committee will, on January 16, declare such nominees duly elected:

President, Ralph W. Jennings, advertising agent of the Chicago, Burlington & Quincy; first vice-president, R. F. Irwin, advertising agent of the Delaware, Lackawanna & Western; vice-presidents, H. W. Frier, manager of the advertising department of the Chicago & North Western, and Gustav Kaiser, advertising agent of the Lehigh Valley; treasurer, S. E. McKay, advertising agent of the Baltimore & Ohio; and secretary, E. A. Abbott, Poole Bros., Inc.

October Accident Statistics

The Interstate Commerce Commission on December 8 made public its Bureau of Transport Economics and Statistics' preliminary summary of steam railway accidents for October and this year's first 10 months. The compilation, which is subject to revision, follows:

Item	Month of October 1942	Month of October 1941	10 months ended with October 1942	10 months ended with October 1941
Number of train accidents*	1,204	947	10,671	7,570
Number of casualties in train, train-service and nontrain accidents:				
Trespassers:				
Killed	184	172	1,787	1,845
Injured	153	152	1,392	1,606
Passengers on trains:				
(a) In train accidents*				
Killed	....	....	32	5
Injured	51	78	884	863
(b) In train-service accidents				
Killed	8	2	44	12
Injured	189	174	1,735	1,473
Travelers not on trains:				
Killed	....	1	15	6
Injured	76	79	692	706
Employees on duty:				
Killed	96	78	767	592
Injured	3,376	2,524	27,893	20,580
All other nontrespassers:**				
Killed	162	207	1,760	1,679
Injured	575	619	5,430	5,333
Total—All classes of persons:				
Killed	450	460	4,405	4,139
Injured	4,420	3,626	38,026	30,561

* Train accidents (mostly collisions and derailments) are distinguished from train-service accidents by the fact that the former cause damage of more than $150 to railway property.

** Casualties to "Other nontrespassers" happen chiefly at highway grade crossings. Total highway grade-crossing casualties *for all classes of persons, including both trespassers and nontrespassers,* were as follows:

Persons:				
Killed	164	185	1,601	1,516
Injured	399	448	3,690	3,703

Would Approve Leasing Plan of Allied Van Lines

Examiner John S. Higgins of the Bureau of Motor Carriers' Section of Finance has recommended in a proposed report that

As Funny as a Crutch

"There is something suggestive of what pre-Nazi Germans used to call gallows-humor (*Galgenhumor*) in the railroad picture as it stands at the moment. The railroad companies for the first time after ten years of grinding depression are this year earning something approaching the 'fair return' specified in the Transportation Act of 1920—that is, something over 5 per cent on the cash investment as it stands on their books. Whereupon, a joint attack is made upon this return.

"Railroad employees have framed demands for increased wages the cost of which would equal about two-thirds of the net income available for interest, dividends and surplus, i.e., the above mentioned 'fair return' on property used in service. The Office of Price Administration—whose business it is to 'stabilize' wages and prices—demands a cut in railroad rates in order to prevent 'price inflation.' If both demands should prevail the return would be reduced to a figure closely approaching vanishing point—certainly to a level below the lowest touched in the depression. No one believes that both demands will prevail as they stand. But the irrationality of the situation seems to surprise nobody, yet it is glaring.

"We profess to be committed to an all-out fight against inflation of wages and prices and have set up an agency, OPA, to conduct it. Here we have demands for a large increase in wages. Also we have OPA intervening, but for what purpose? To oppose that demand? Not at all. It is intervening for the purpose of lowering the rates of the companies on whom the wage demands are made.

"These companies are crowded with traffic and are doing all they can to keep down unnecessary movements of people and things. Yet they are asked to reduce the price of the very thing, the supply of which has reached a point where rationing seems to be looming in the offing, and this on the ground of preventing 'inflation.' So far as the effect on prices is concerned, the purchasing power thus proposed to be removed from the hands of the railroad companies would be placed in the hands of individuals. The railroads cannot freely employ their purchasing power because they cannot get the materials they need. By transferring it to individuals it would at once become a *direct* potential demand upon any and all commodities.

"As a matter of fact, the safest place for purchasing power in the battle against inflation is in the hands of those who cannot spend it and the railroad companies are in precisely that position today. And the most dangerous place for it to be is precisely where the wage demands would put it!

"Who could blame railroad managers and security holders for indulging in a moment or two of *galgenhumor,* as they observe the picture? And who will grudge them the modicum of comfort that is supposed to lurk in that indulgence?

"But who can make any sense of the picture?"

—From the Wall Street Journal

the Interstate Commerce Commission approve conditionally the plan whereunder Allied Van Lines, Inc., proposes to lease certain operating rights and property of some 360 of its agents who are carriers of household goods throughout the country. The examiner would permit 10-year lease arrangements, preferring that set-up to another proposal whereby the traffic and earnings of the carriers would have been pooled under agreements running 25 years.

The proposed report is in No. MC-F-1775. Among the conditions which Examiner Higgins would have the commission attach would be those stipulating that Allied withdraw its pending "grandfather" application and application for extension of operations, that it amend its rules and regulations to provide that no non-leasing agent shall register any interstate shipments of household goods which such an agent may lawfully transport in its own name and within the scope of its claimed rights or operating authority, and that the parties shall promptly notify the commission if the leases of the operating rights or claimed rights authorized are terminated prior to the expiration of the 10-year term.

Allied has heretofore been an organization maintained by members of the National Furniture Warehousemen's Association for the purpose of coordinating the operations of local haulers into long-distance service for moving household goods.

Railway Officers as Dinner Guests Discouraged

Discontinuance of the practice of inviting railway officers to participate in annual dinners and other functions has been asked by the Office of Defense Transportation, as part of the transportation conservation program. The request was sent to the Associated Traffic Clubs of America, the Railway Business Association, the New York Railroad Club and other organizations. The Railway Business Association, however, decided last August that because of the war work in which railway and supply men are engaged it would not hold its annual dinner in November.

The request sent to the Associated Traffic Clubs reads in part as follows:

"It is unnecessary to call your attention to the present wartime passenger transportation situation. It is a matter with which you are all familiar.

"The traffic clubs have grown so much in popularity that their drawing power is vast, and much of the attendance at dinners and other functions enjoy the patronage of guests from all over the country. The same is true with respect to some of the affairs of the Railway Business Association and the New York Railroad Club.

"Under the transportation conditions existing today, the attendance at these meetings by out-of-town guests imposes a heavy and unnecessary burden on the transport facilities. It is, therefore, our suggestion that the arrangements for and invitations to these dinners be confined entirely to the local communities, that out-of-town guests be not invited, and that distance attendance be discouraged."

Who Pays Cost of Putting Out Forest Fires?

The Fourth Circuit Court of Appeals has reversed the judgment of the federal district court for Western Virginia for the defendant railroad company in the action by the federal government against the Chesapeake & Ohio to recover expenses incurred by the U. S. Forest Service in extinguishing a forest fire, allegedly resulting from the defendant's negligence, which threatened to destroy the George Washington National Forest, owned by the United States, in Virginia.

The fire had burned for seven days without any attempt by state authorities or anyone else to extinguish it. It was rapidly approaching government property when the federal government stepped in and put it out. The question of whether or not the government was justified in the steps it took to extinguish the fire was held to be a question to be passed upon by a jury. The trial court held that the complaint did not state a sufficient cause of action to justify recovery of expenses and dismissed the complaint.

The decision was appealed and the Circuit Court of Appeals held that the mere fact that a method of procedure was in 1926 provided by a Virginia state statute for putting out fires and for the recovery of proper expenses in so doing by state officials only did not nullify the plain provision of the statute to the effect that the negligent party "shall be liable for the full amount of all expenses incurred in fighting the fire."

The purpose of the statute was held to be that the negligent party should be liable for all such expenses incurred in fighting the fire by anyone who is justified in fighting it. The government was held entitled to recover under the plain provisions of the statute.

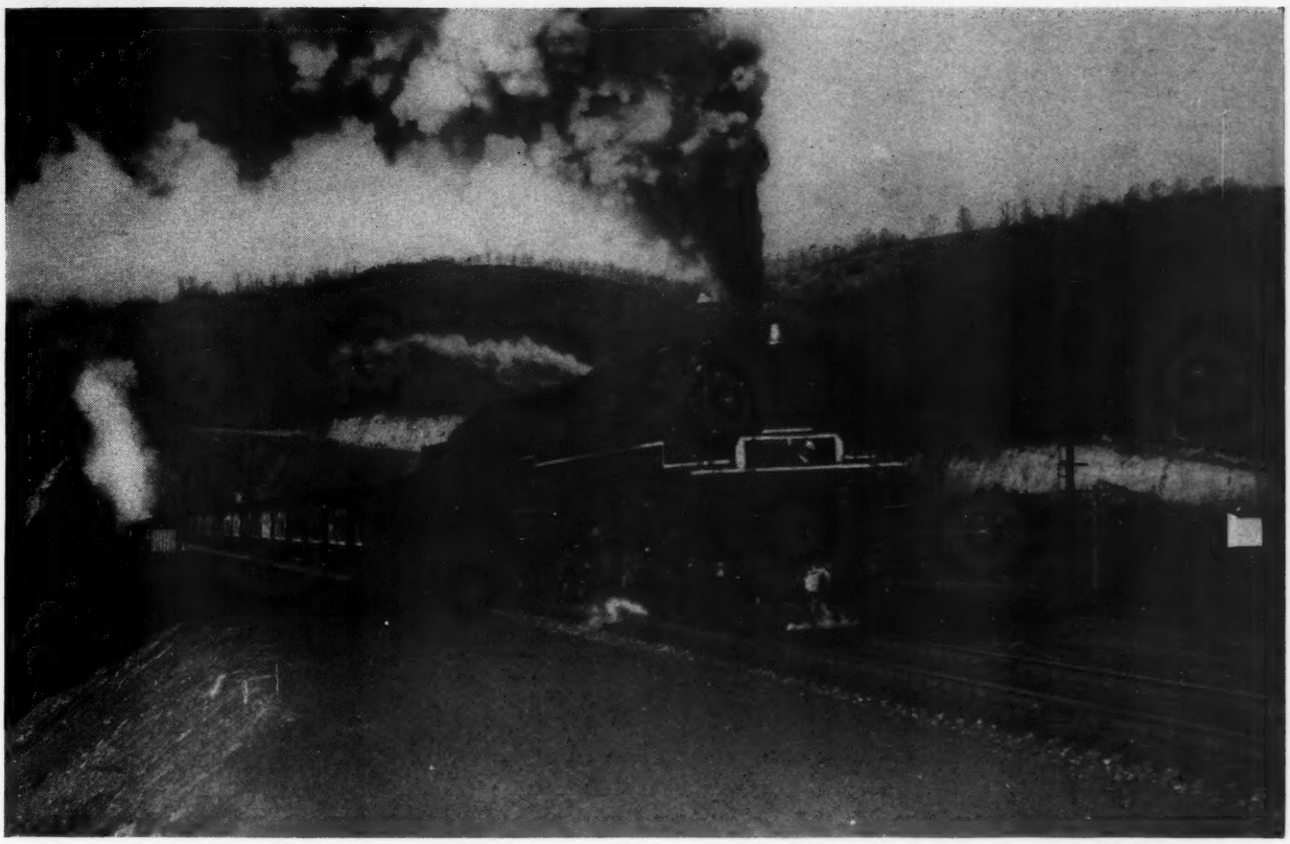
New York "El" Cars Now Carry War Workers in Illinois

Fifty-five former New York elevated cars are being reconditioned and placed in service on the Illinois Terminal to carry war workers from Springfield, Ill., to the Sangamon and Oak Ordnance plants near Illiopolis. The cars, formerly operated on the Sixth Avenue elevated line, were purchased by the government, which is paying the Illinois Terminal a flat sum for the service of an electric locomotive and a train crew. The cars were conditioned in the shops of the American Car & Foundry Company in St. Charles, Mo., while electrical work and final tuning up was done in Terminal Company's shops in Decatur.

The first cars, painted tangerine, were placed in service as the Victory Special on November 30, and were hauled by an electric locomotive that had been painted red, white and blue. Each car has three rows of seats, one on each side of the car and extending the full length of it and parallel with the sides, and a third, wide enough for

Eleven "El" Cars and a Red, White and Blue Locomotive Make Up the "Victory Special"

News Department continued on next left-hand page



NO FREIGHT MOVES TILL THE LOCOMOTIVE MOVES IT!

To move long, heavy freights, and to keep'em rolling on fast, wartime schedules, demands the extra power that Modern Super-Power Steam Locomotives give so efficiently and economically.

Those farsighted and courageous railroads that insisted on building up a fleet of modern, high-speed, high-powered locomotives are today most successfully playing their part in moving the greatest volume of freight ever known.

Lima-built Modern Super-Power Steam Locomotives are aiding many of these roads to set new all-time highs in gross ton-miles per train-hour.

LIMA LOCOMOTIVE WORKS LIMA LOCOMOTIVE WORKS INCORPORATED **INCORPORATED, LIMA, OHIO**

but one passenger, in the middle. The capacity of each car is 80 persons. The fare charged by the government is $1.50 each week per person for the 25 miles.

Equipment and Supplies

LOCOMOTIVES

THE NASHVILLE, CHATTANOOGA & ST. LOUIS has placed orders with the American Locomotive Company, subject to the approval of the War Production Board, for ten steam freight locomotives of 4-8-4 wheel arrangement and for five 1,000-hp. Diesel-electric switching locomotives.

IRON AND STEEL

THE CENTRAL OF NEW JERSEY has ordered 5,000 tons of 130-lb. rail from the Bethlehem Steel Company.

THE READING has ordered 10,000 tons of 130-lb. rail from the Bethlehem Steel Company.

THE CENTRAL OF GEORGIA has ordered 6,240 gross tons of 90-lb. rail and 8,760 gross tons of 112-lb. rail from the Tennessee Coal, Iron & Railroad Co.

THE FLORIDA EAST COAST has ordered, subject to the approval of the War Production Board, 14,732 gross tons of rail from the Tennessee Coal, Iron & Railroad Co.

Construction

ODT Gives B. & O. Authority for Track Improvements

To improve facilities for moving freight trains between Potomac Yards, Va., and points west of Washington, D. C., on the Baltimore & Ohio, that road has been authorized by the Office of Defense Transportation to make certain improvements on a wye track at Hyattsville, Md., which will permit more efficient operation of trains handling traffic "including materials of war." Work involved, as specified in Special Order ODT R-4, includes installation of a crossover and turnout in main tracks at that point, reconstruction of the west leg of the wye to improve gradient and reduce curvature, and installation of automatic crossing gates and flashing lights at a highway grade crossing.

PENNSYLVANIA. — This company has awarded contracts for the construction of passing sidings at Bucyrus, Ohio, and Dola, and at Hamlet, Ind., to J. C. O'Connor & Sons, Inc., and for the construction of additional tracks from Severn, Md., to Odenton to the James McGraw Company.

Supply Trade

Preston W. Lampton has been appointed representative of the **Hunt-Spiller Manufacturing Corporation** of Boston, Mass. Following his graduation from the University of Kansas in 1939, Mr. Lampton completed a two-year special machinists' apprenticeship with the St. Louis-San Francisco at Springfield, Mo. He has been employed as a draftsman in the office of the mechanical engineer of that railroad since January, 1941.

William C. Carter, for 14 years vice-president, and for the past year executive vice-president, of the **Link-Belt Company** of Chicago, has been elected president, effective December 31, to succeed **Alfred Kauffmann,** who has resigned because of ill health. Mr. Kauffmann will continue as a member of the company's board of directors. Mr. Carter joined the Link-Belt, Pershing Road, Chicago, plant organization in 1902 as a draftsman and subsequently held the positions of engineering department supervisor, construction superintendent, plant superintendent, plant general manager and vice-president in charge of production.

OBITUARY

David S. Youngholm, vice-president of the Westinghouse Electric & Manufacturing Co. in charge of the lamp division at Bloomfield, N. J., died recently. He was 53 years of age.

Frank A. Kroner, transportation specialist of the General Electric Company's Atlanta, Ga., transportation department, died November 28 at Atlanta. He was 60 years of age.

Harte Cooke, senior engineer of the Diesel engine division of the American Locomotive Company at Auburn, N. Y., died December 14. He was 71 years of age.

TRADE PUBLICATIONS

LOCOMOTIVE PACKINGS AND INSULATION.—An eight page 6-in. by 9-in. catalog, recently issued by the Union Asbestos & Rubber Co., Chicago, contains specific information and illustrations covering the use of Unarco products for packing locomotive air pumps, feed water heaters, cab cocks and power reverse gears and insulating high-pressure steam pipes.

THE LONDON & NORTH EASTERN of ENGLAND announced recently that due to the great increase in the use of bicycles to get passengers to and from railway stations, the road contemplates the installation of bicycle stands on a unit principle to accommodate any number of bicycles from 12 upwards. The stands will be of two types, one for erection on open ground and the other for construction against a wall or the end of a building. The units will be of prefabricated concrete, with roofs of corrugated asbestos sheets.

Financial

Correction

The $2.00 common dividend declared by the Louisville & Nashville payable December 23 brings total common disbursements this year by the railroad to $7.00 (not $8.00 as reported in the *Railway Age* of December 5), which is the same amount as was disbursed in 1941.

ALTON. — *Trustee appointed.* — On December 15, Henry A. Gardner, a Chicago lawyer, was appointed trustee of the Alton by Federal Judge John P. Barnes of Chicago as the first step toward reorganization of the Alton under the federal bankruptcy laws. The appointment of Mr. Gardner will become effective upon approval of the Interstate Commerce Commission.

ATCHISON, TOPEKA & SANTA FE.—*Liquidation of Laton & Western.*—Division 4 of the Interstate Commerce Commission has authorized the California, Arizona & Santa Fe, a wholly owned subsidiary of this company, to acquire the property of the Laton & Western and liquidate that corporation. All the stock of the Laton & Western is owned by the California, Arizona & Santa Fe, and the purpose of the merger is simplification of corporate structure.

BANGOR & AROOSTOOK.—*Reimbursement of Treasury.*—Division 4 of the Interstate Commerce Commission has authorized this road to use $70,000 out of the proceeds of the sale of collateral trust bonds to the Reconstruction Finance Corporation (see *Railway Age* of October 31, page 714) to reimburse its treasury for five per cent first mortgage bonds purchased in advance of maturity.

BOSTON TERMINAL.—*Reorganization.*—A hearing on a proposed plan for the reorganization of this company under section 77 of the Bankruptcy Act will be held in Boston, Mass., on January 15, 1943, before Examiner R. T. Boyden of the Interstate Commerce Commission. The commission also has authorized certain bondholders of this company to intervene in the reorganization proceedings of the New York, New Haven & Hartford and the Boston & Providence now before it.

CARBON COUNTY.—*Common Stock*—Division 4 of the Interstate Commerce Commission has authorized this company to issue $5,000 of common stock to be delivered to the Columbia Steel Corporation in exchange for an equal amount of stock issued in 1923 without authority from the commission.

CHICAGO, BURLINGTON & QUINCY.—*Bond Issue.*—This road has asked the Interstate Commerce Commission to terminate proceedings in Finance Docket 12031 authorizing an issue of $15,000,000 in first and refunding five per cent bonds, series C.

COLORADO & SOUTHERN.—*Bond Maturity.*—Division 4 of the Interstate Commerce Commission has authorized this road's subsidiary, the Stamford & North-

News Department continued on next left-hand page

Frequently used REPAIR PARTS Should be ordered in proper quantity

FRANKLIN IS 100% on war work and asks the railroads' cooperation to enable us to supply repair parts promptly.

WHEN SMALL parts such as springs, gaskets, etc., that are used constantly are ordered by two's and three's, the process of supplying them is necessarily slowed down.

FREQUENTLY, orders call for only 6 gaskets, 2 perforated plates, 4 springs, and each item comes from a different purchaser.

A MULTIPLICITY of small orders wastes the Stores and Purchasing Dept.'s time as well as interrupts our manufacturing efforts.

PACKING and shipping of such orders also consumes material that will carry larger but still normal requirements.

FRANKLIN does not suggest stocking beyond normal inventories but would appreciate your cooperation by ordering such small parts in the maximum quantities permitted by WPB regulations.

FRANKLIN RAILWAY SUPPLY COMPANY, INC. NEW YORK CHICAGO

In Canada: FRANKLIN RAILWAY SUPPLY COMPANY, LIMITED, MONTREAL

western, to extend from February 1, 1939, to February 1, 1954, the maturity date of $1,872,880 of six per cent first mortgage bonds owned by it.

DENVER & RIO GRANDE WESTERN.—*Purchase of Stock.*—Authority has been granted this road by Division 4 of the Interstate Commerce Commission to purchase 257 shares of capital stock of Rio Grande Motor Way at a cost of $25,700 and add such stock to collateral pledged with the Reconstruction Finance Corporation as security for loans.

ERIE.—*Reorganization Expenses.*—Division 4 of the Interstate Commerce Commission has determined the maximum limits for allowances of compensation for services rendered and reimbursement of expenses in this company's reorganization proceedings for the period May 22, 1940, to May 1, 1942. The total amount claimed was $311,935, of which the report allows $211,114. Some small claims were allowed in full, but most of the larger ones were scaled down. The largest single claim was that of Alexander & Green, who asked for $134,324 as counsel for the reorganization managers and $15,000 as counsel for the institutional group committee. These claims were allowed to the extent of $109,324 and $10,000 respectively, while an additional claim of the same firm for $11,000 for further services to be rendered and expenses to be incurred was allowed conditionally. An allowance of $11,071 was approved on a claim of Davis, Polk, Wardwell, Gardiner & Reed, counsel for the debtor company, of $31,071, while Winthrop, Stimson, Putnam & Roberts, counsel for the Guaranty Trust Company, mortgage trustee, were allowed $5,148 on a claim of $9,148.

GREAT NORTHERN.—*Promissory Notes.*—Division 4 of the Interstate Commerce Commission has authorized this road to issue $22,737,424 of promissory notes, payable in monthly installments, in evidence of, but not in payment for, unpaid indebtedness outstanding on various equipment contracts held by 10 different banks and trust companies by assignment.

ILLINOIS CENTRAL.—*Loan Maturity.*—This road has applied to the Interstate Commerce Commission for authority to extend the date of maturity of a loan of $25,400,000 from the Reconstruction Finance Corporation from May 31, 1944, to May 31, 1949. At the same time permission was sought to withdraw from collateral deposited under this loan 199,985 shares of stock of the Central of Georgia owned by the applicant, so it may have greater freedom in using the stock in reorganization proceedings. Other collateral is stated to be adequate to support the loan.

MINNEAPOLIS & ST. LOUIS.—*Reorganization Expenses.*—In an order in Finance Docket 13417 the Interstate Commerce Commission, division 4, has set maximum limits of final allowances of compensation and expenses of Coverdale & Colpitts, reorganization manager of this road. The firm sought approval of allowances of $300,000 for its services for the period June 16, 1938, until the proceedings were concluded, $160,999 for expenses already approved by the court and paid by the receiver, and $63,779 for additional expenses, as well as $30,000 compensation for its counsel, C. W. Wright. The commission allowed for services $162,000; for expenses charged pursuant to court orders, $158,811; for additional expenses, $63,779; and for compensation of counsel, $18,000.

NEW YORK, NEW HAVEN & HARTFORD.—*To Make Interest Payments.*—The United States district court at New Haven, Conn., on December 11 authorized trustees of the New Haven to pay bond interest amounting to approximately $11,200,000. An expenditure of $375,000 for 25 new motor coaches for the New England Transportation Company, a subsidiary, was also approved.

NORTHERN PACIFIC.—*Purchase of Big Fork & Northern.*—Division 4 of the Interstate Commerce Commission has authorized this road to acquire by purchase all property of its wholly owned subsidiary, the Big Fork & Northern, and dissolve that corporation.

SOUTHERN PACIFIC.—*Texas & New Orleans Bonds.*—Division 4 of the Interstate Commerce Commission has authorized an issue of $23,215,000 of 4½ per cent first and refunding mortgage bonds of the Texas & New Orleans, series A, of which $13,257,000 are to be exchanged par for par for other bonds held by the Southern Pacific or its subsidiaries, and $9,958,000 are to be sold at par to the Southern Pacific to be paid for through open account.

SOUTHERN PACIFIC.—*Equipment Trust Certificates.*—This road has applied to the Interstate Commerce Commission for authority to issue and sell $3,950,000 of equipment trust certificates, Series U, the proceeds to be used to finance in part the purchase of 22 oil-burning steam locomotives at a total cost of $5,350,394—18 of the 4-8-8-2 type, Class AC-11, from the Baldwin Locomotive Works, and four of the 4-8-4 type, Class GS-6, from the Lima Locomotive Works. The certificates will mature in equal installments of $395,000 each on January 1 of each year from 1944 to 1953, inclusive, the maturities to and including January 1, 1948, bearing interest at two per cent, and the remaining ones at 2½ per cent. Competitive bids have been received, and the applicant proposes to sell the issue to Harris, Hall & Company at 99.091 per cent of principal and accrued dividends, making the average annual interest cost 2.5419 per cent.

UNION PACIFIC.—*Substitution of Equipment.*—Division 4 of the Interstate Commerce Commission has authorized this road to include in equipment covered by an issue of $13,250,000 of its series G equipment trust certificates 1,000 50-ton gondola cars and 3 locomotives in place of 1,251 boxcars which the War Production Board will not permit it to construct.

UNITED STATES STEEL CORPORATION.—*Control of Subsidiary Railroads.*—Division 4 of the Interstate Commerce Commission has authorized this company to acquire direct control, through purchase of all outstanding stock, of 11 subsidiary railroads, the Birmingham Southern, Carbon County, Connellsville & Monongahela, Donora Southern, Etna & Montrose, Hannibal Connecting, Johnstown & Stony Creek, McKeesport Connecting, Newburgh & South Shore, Northampton & Bath, and Youngstown & Northern, all at their present book values. The transactions will result in simplification of corporate structure and reduction of taxes.

WILMINGTON, BRUNSWICK & SOUTHERN.—*R. F. C. Loan.*—At the request of the applicant, the Interstate Commerce Commission, Division 4, has dismissed its application for authority to obtain a loan of $140,000 from the Reconstruction Finance Corporation.

Average Prices of Stocks and Bonds

	Dec. 15	Last week	Last year
Average price of 20 representative railway stocks..	27.42	27.61	25.45
Average price of 20 representatie railway bonds..	67.51	67.75	62.57

Dividends Declared

Albany & Susquehanna.—$3.75, payable January 2, 1943, to holders of record December 19.

Cayuga & Susquehanna.—75c, payable January 2, 1943, to holders of record December 21.

Virginian.—63c quarterly, payable December 24 to holders of record December 18.

Wheeling & Lake Erie.—75c; $1.00, extra, both payable December 28 to holders of record December 22.

Abandonments

ATCHISON, TOPEKA & SANTA FE.—This road and its subsidiary, the Rocky Mountain & Santa Fe, have been authorized by Division 4 of the Interstate Commerce Commission to abandon operation of and to abandon, respectively, a line from Koehler Junction, N. M., to Ute Park, 39.58 miles. Jurisdiction is reserved covering protection of employees adversely affected.

BALTIMORE & OHIO.—This road and its subsidiary, the Baltimore & Philadelphia, have been authorized by Division 4 of the Interstate Commerce Commission to abandon operation of, and to abandon, respectively, a portion of a branch from a point near Southwood, Del., to Landenberg, Pa., approximately 3 miles.

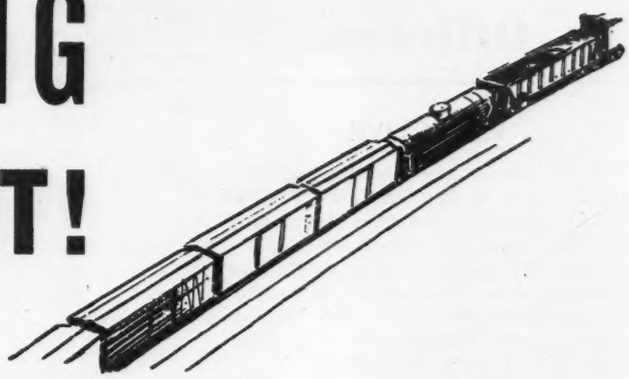
ILLINOIS CENTRAL.—This road has been authorized by the Interstate Commerce Commission, Division 4, to abandon that part of a branch line between Potomac, Ill., and Hedrick, Ind., 16.27 miles.

NEW YORK CENTRAL.—This road has applied to the Interstate Commerce Commission for authority to abandon part of a branch line 0.539 mile in length within the corporate limits of Elkhart, Ind.

READING.—This road has applied to the Interstate Commerce Commission for authority to abandon its one-mile Furnace branch in Berks County, Pa.

News Department continued on next left-hand page

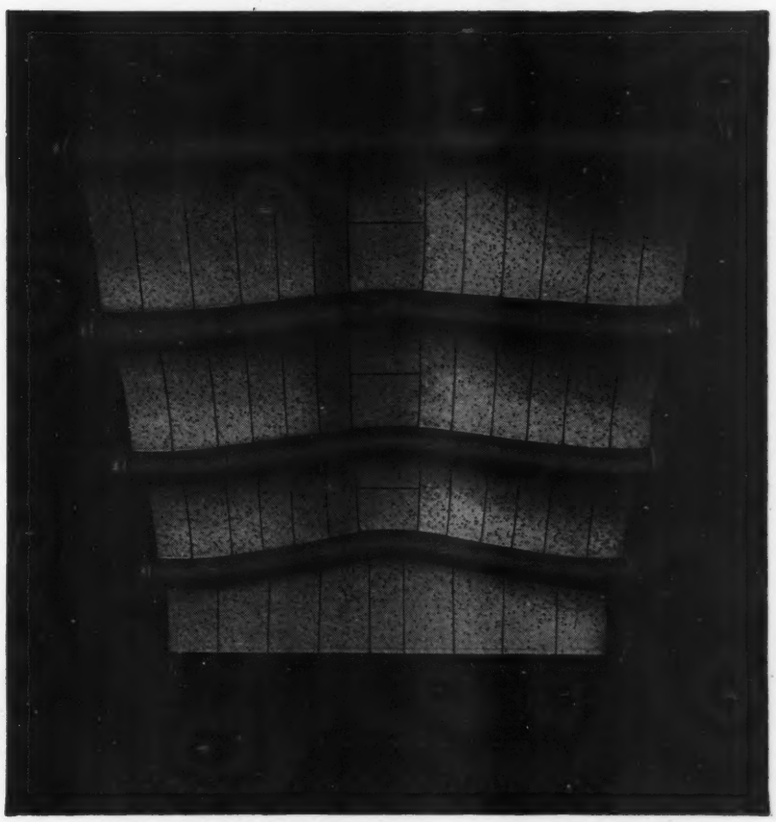
FUEL SAVING
AN ARCH HABIT!



Over 32 years ago railroad men satisfied themselves as to the fuel saving of the locomotive Arch.

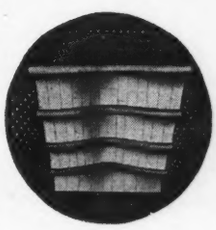
Since then the increase in locomotive power, higher rates of combustion and the widespread use of stokers has increased the fuel savings attributable to the Arch.

Today, when conservation of fuel is so vitally important to our war effort, don't handicap the effectiveness of the Arch by skimping on Arch brick. When your locomotives leave the roundhouse, be sure they are equipped with a *complete* Arch.



HARBISON-WALKER REFRACTORIES CO.

Refractory Specialists



AMERICAN ARCH CO.
INCORPORATED
60 EAST 42nd STREET, NEW YORK, N. Y.
Locomotive Combustion Specialists

Railway Officers

EXECUTIVE

E. B. Sloan, vice-president and fiscal representative of the Southern Pacific of Mexico, with headquarters at Mexico City, has been appointed vice-president, maintenance and operating departments, with headquarters at Guadalajara, Jal., and **F. V. Stark,** traffic manager, has been appointed fiscal representative, with headquarters as before at Mexico City.

Frank W. Robinson, vice-president, traffic of the Union Pacific, has been elected senior vice-president, with headquarters as before at Omaha, Neb. Mr. Robinson, in addition to his duties as vice-president in charge of traffic, will have such additional authority and will perform such duties as may be assigned to him.

George H. Smith, assistant to the president of the Chicago & Eastern Illinois, has been elected vice-president, with headquarters as before at Chicago, and **Walter M. Templeton,** assistant secretary, has been advanced to assistant to the president, succeeding Mr. Smith.

George H. Smith

Mr. Smith was born near St. Elmo, Ill., on March 29, 1891. On February 1, 1910, he entered the employ of the Chicago, Burlington & Quincy, serving as stenographer to the resident engineer in charge of construction of the Burlington line from Herrin, Ill., to Metropolis. On June 21, 1910, he went with the Chicago & Eastern Illinois as a stenographer to the division engineer at Salem, Ill. He held various positions, from that of timekeeper to chief division accountant, while at Salem. He was transferred to the comptroller's office at Chicago in March, 1916, serving as traveling accountant. Later he became general accountant, and in March, 1921, was made chief clerk to the comptroller. On July 1, 1938, Mr. Smith was made assistant comptroller and on August 1, 1939, he was advanced to assistant to the president.

Mr. Templeton entered railroad service in September, 1922, as trainmaster's clerk on the Butte division of the Great Northern at Great Falls, Mont. From March, 1923, to December, 1924, he served as clerk and stenographer in the office of the superintendent of the same division, leaving to become secretary to the assistant to the general manager of Lines West of the Chicago, Milwaukee, St. Paul & Pacific at Butte, Mont. Less than a year later he became secretary to the operating vice-president of the Milwaukee in Chicago, and in December, 1926, he went with the Chicago & Eastern Illinois as secretary to the president. In July, 1938, Mr. Templeton was named chief clerk to the president and in June, 1939, he was appointed assistant secretary.

Walter M. Templeton

Lewis Adrian Putnam, whose appointment as assistant to the vice-president of finance and accounting of the Boston & Maine, with headquarters at Boston, Mass., was announced in the *Railway Age* of December 5, was born on September 9, 1900, at Danvers, Mass. He attended high school at Danvers, and received his B.S. degree from Dartmouth college in 1923 and his M.C.S. degree from the Amos Tuck school in 1924. Mr. Putnam entered railroad service as auditor of the White River railroad at Rochester, Vt., and served in this capacity from 1925 to 1930, when he became general manager, which position he held until 1934. From 1925 to 1936, he was also auditor of the Springfield Terminal, becoming vice-president of that road in the latter year and serving in that position until 1938. In 1926 he was also employed by the St. Johnsbury & Lake Champlain, Montpelier & Wells River and the Barre & Chelsea as chief clerk. He became assistant to the general superintendent of those three roads in 1934, and in 1935 was advanced to assistant to the vice-president. In 1936, Mr. Putnam became vice-president of the three roads, remaining in that position until he resigned to become assistant to the vice-president of the Boston & Maine.

Lewis Adrian Putnam

FINANCIAL, LEGAL AND ACCOUNTING

John H. Hershberger and **Richard C. Stevenson** have been appointed general attorneys of the Elgin, Joliet & Eastern, with headquarters at Chicago.

J. Harry Garmer, whose appointment as tax agent of the Baltimore & Ohio, with headquarters at Baltimore, Md., was announced in the *Railway Age* of December 5, was born on February 26, 1894, at Baltimore, Md. He was educated in the public schools and City College at Baltimore, and received his B.C.S. from the University of Maryland. On March 11, 1913, Mr. Garmer entered the service of the Baltimore & Ohio as an employee of the tax department, and, with the exception of two years' service in the United States Navy during the first World War, has remained in that department. On May 1, 1941, he was appointed assistant tax agent, which position he maintained until his recent appointment.

J. Harry Garmer

E. A. Anderson, chief of accounts and audit branch of the War Production Board, at Washington, D. C., has been appointed auditor of the Atlantic Coast Line, with headquarters at Wilmington, N. C.

Jonathan C. Gibson, general attorney of the Atchison, Topeka & Santa Fe at Chicago, has been appointed general attorney—California, with headquarters at Los Angeles, Cal.

V. E. Phelps, assistant to the general solicitor of the Atlantic Coast Line, has been appointed assistant general solicitor, with headquarters as before at Wilmington, N. C. Mr. Phelps will be in charge of loss and damage, freight claim, and under-

News Department continued on next left-hand page

charge suits and will have general supervision of preparation for trial of personal injury claims and suits. The chief claims attorney, who heretofore reported to the general solicitor, will hereafter report to the assistant general solicitor.

W. C. Hannenberg, general accountant of the Chicago, Milwaukee, St. Paul & Pacific, has been promoted to auditor of investment and joint facility accounts, succeeding **J. P. Kiley,** whose promotion to assistant to the general manager was reported in the *Railway Age* of December 5.

W. H. Fitzpatrick, district manager of the Office of Defense Transportation at Jefferson City, Mo., has been appointed general attorney of the Union Pacific, with headquarters at Omaha, Neb. Mr. Fitzpatrick attended the St. Joseph (Mo.) Law School and served as traffic manager of a company in St. Joseph from 1905 to 1917. During World War I he served as a first lieutenant in the U. S. Army. From 1928 to 1939 he served as attorney for the St. Joseph Chamber of Commerce and in the latter year was appointed traffic commissioner of that chamber. Later in 1939 he was appointed attorney and vice-president of the Mid-Western Motor Tariff Bureau, Inc., in Kansas City, Mo., and in 1941 he was appointed general counsel of the Middle West Motor Freight Bureau in Kansas City, which position he held until he went with the O. D. T. in 1942.

W. H. Fitzpatrick

OPERATING

B. Pratt, road foreman of engines of the Missouri Pacific, has been promoted to acting trainmaster at Wynne, Ark.

J. P. Roberts has been appointed acting trainmaster of the Wilmington district of the Atlantic Coast Line, with headquarters at Wilmington, N. C.

H. A. Aberg has been appointed general car service agent of the Northern Pacific, a newly created position, with headquarters at St. Paul, Minn.

Weldon T. Richardson has been appointed assistant general superintendent of transportation of the Atchison, Topeka & Santa Fe, with headquarters at Chicago. Mr. Richardson was granted a leave of absence in March from the position of assistant supervisor of passenger transportation to serve as assistant director of passenger service of the Office of Defense Transportation.

He was born in May, Texas, and entered railway service as an apprentice operator of the Santa Fe at Slaton, Texas, in 1924, subsequently serving as telegrapher, agent-telegrapher and division car distributor. In 1937 he went to Chicago as assistant supervisor of passenger transportation, in which position he served until March of this year, when he was granted a leave of absence to go to Washington, D. C., in charge of the administration of the ODT General Order No. 24.

Weldon T. Richardson

Frank T. Halligan has been appointed superintendent of the Northern New England division of Railway Express Agency at Boston, Mass., succeeding **W. E. Johnson,** who has retired. Prior to his new appointment, Mr. Halligan handled route agency work of both the Northern and Southern New England divisions. **John J. Boylan,** formerly assistant to the general sales manager and a member of the president's staff at New York, has been appointed superintendent of the Central Illinois division, with headquarters at Chicago, succeeding **H. C. Miller,** who has retired. **H. H. Maxwell,** superintendent at Omaha, Neb., has been transferred to Kansas City, Mo., with jurisdiction over the Kansas City-Northern Kansas division, succeeding **J. H. Grady,** whose death occurred on November 18. **C. M. Hall,** assistant superintendent of the Intermountain division at Salt Lake City, Utah, has been promoted to superintendent of the Nebraska-Wyoming and Iowa division, with headquarters at Omaha, Neb. **E. F. Lee,** superintendent at Denver, Colo., succeeds Mr. Hall at Salt Lake City.

Frank T. Halligan

Mr. Halligan has served as an expressman in Massachusetts for almost 34 years, having been agent at various cities throughout that state. For 16 years, he was in charge of the Railway Express Agency office at Brockton, Mass., and in August, 1934, was appointed general agent, subsequently becoming a member of the staff of the superintendent at Boston. Mr. Halligan has been in charge of route agency work of both the Northern and Southern New England divisions.

Mr. Johnson, who has been in express service in New England for 48 years, started as a driver-messenger at Lancaster, N. H. He was in charge of important offices as agent and route agent prior to the consolidation in 1918, and in that year was appointed general agent at Springfield, Mass. In October, 1927, he was appointed superintendent of the Vermont-New Hampshire-Quebec division at Bellows Falls, Vt., and when that division was discontinued in May, 1934, he became general agent at Albany, N. Y., being transferred to Worcester, Mass., in January, 1936. In June, 1937, Mr. Johnson was appointed superintendent of the Northern New England division, the position he held until his recent retirement.

W. W. Salisbury, roadmaster of the Missouri Pacific at St. Louis, Mo., has been promoted to master of trains and track of the Missouri-Illinois (part of the Missouri Pacific system), west of the Mississippi river, with headquarters at Bonne Terre, Mo., succeeding **G. M. Helmig,** who has been granted a leave of absence for special service for the U. S. Government with the American Railroad Mission in Mexico.

S. J. Frazier, assistant to the general manager of the St. Louis-San Francisco, with headquarters at Springfield, Mo., has been promoted to assistant general manager, with the same headquarters.

J. J. Franco has been appointed general superintendent of transportation of the National Railways of Mexico, with headquarters at Mexico City, succeeding **M. S. Mayagoitia.**

B. T. McLeod, supervisor of rail terminals of the Office of Defense Transportation at New Orleans, La., has been appointed superintendent of terminals of the Southern at Birmingham, Ala., succeeding **R. F. Watts,** who retired on December 16 after 41 years of service.

James M. Carry, assistant to the vice-president in the operating department of the Pullman Company, has been promoted to assistant vice-president of the operating department, with headquarters as before at Chicago. **Fred R. Callahan,** superintendent of yards, has been advanced to general manager and **Harry B. Reed,** as-

News Department continued on next left-hand page

Keep 'em on the Road

THE Wear-resisting properties of HUNT-SPILLER *Air Furnace* GUN IRON are helping the railroads to break all previous operating records.

Performance reports show that the power equipped with HSGI Parts spends less time in the roundhouse—makes more trips per month and consumes less fuel.

The more you demand from your power the more you need the service built into HSGI Wear-resisting Parts.

HSGI
Reg. U. S. Trade Mark
Cylinder Bushings
Cylinder Packing Rings
Pistons or Piston Bull Rings
Valve Bushings
Valve Packing Rings
Valve Bull Rings
Crosshead Shoes
Hub Liners
Shoes and Wedges
Floating Rod Bushings

Finished Parts
Dunbar Sectional Type Packing
Duplex Sectional Type Packing
for Cylinders and Valves
(Duplex Springs for Above
Sectional Packing)
Cylinder Snap Rings
Valve Rings, All Shapes
Light Weight Valves
Cylinder Liners and Pistons
for Diesel Service

HUNT-SPILLER MFG. CORPORATION
V. W. Ellet, *President* — E. J. Fuller, *Vice-Pres. & Gen. Mgr.*

383 Dorchester Ave. *Office & Works* South Boston, Mass.
Canadian Representative: Joseph Robb & Co., Ltd., 5575 Cote St. Paul Rd., Montreal, P. Q.
Export Agent for Latin America:
International Rwy. Supply Co., 30 Church Street, New York, N. Y.

HUNT-SPILLER GUN IRON
Air Furnace

sistant superintendent of yards, has been promoted to superintendent of yards, succeeding Mr. Callahan.

Mr. Carry joined the Pullman Company ten years ago as a stenographer. In 1933, he was appointed assistant secretary and assistant treasurer of Pullman Incorporated, and in 1935 he was named assistant secretary of the Pullman Company. Since 1936, he has been assistant to the vice-president in the operating department.

Mr. Callahan has been with the Pullman Company since 1907, starting as a clerk in the mechanical superintendent's department. In 1917, he was made inspector in the office of the supervisor of railroad repairs, and three years later he became supervisor of railroad repairs. Since 1929, he has been superintendent of yards.

A. R. Banner, assistant superintendent of the Canadian National at Portage La Prairie, Man., has been transferred to Prince George, B. C., succeeding **H. M. Triplett,** who has been assigned to other duties. **C. A. Berner** has been appointed assistant superintendent at Prince Rupert, B. C., a newly created position.

H. O. Hewitt, assistant supervisor of wages and working conditions of the Norfolk & Western, has been promoted to supervisor of wages and working conditions, with headquarters as before at Roanoke, Va., succeeding **Samuel K. Snedegar,** whose death was announced in the *Railway Age* of November 28. **W. A. Noell,** assistant trainmaster of the Radford division, has been appointed to succeed Mr. Hewitt.

C. C. Cunningham, superintendent of the Western division of the Chicago, Rock Island & Pacific, with headquarters at Fairbury, Neb., has been transferred to the Panhandle division, with headquarters at Liberal, Kan., to succeed **G. R. Branch,** who has been granted a leave of absence to enter military service. **Eric B. Herdman,** assistant superintendent of the Missouri-Kansas division at Trenton, Mo., succeeds Mr. Cunningham.

TRAFFIC

D. M. Fishbeck has been appointed acting general agent of the Detroit, Toledo & Ironton at Dearborn, Mich.

Met J. Caldwell has been appointed acting general agent of the Kansas City Southern-Louisiana & Arkansas, with headquarters at Tulsa, Okla., to succeed **Joe Hardin,** who has entered military service.

William A. Hart, chief clerk in the general freight department of the Northern Pacific, has been promoted to assistant general freight agent, with headquarters at St. Paul, Minn.

Walter J. Regan, chief clerk, passenger department, of the Central Vermont, has been promoted to district passenger agent, with headquarters as before at St. Albans, Vt.

R. H. Westenberg, general agent of the Green Bay & Western at Portland, Ore., has been promoted to assistant general freight agent, with the same headquarters, a change of title.

Richard W. Ellerman, assistant to the general freight agent of the Southern at Cincinnati, Ohio, has been promoted to assistant general freight agent, with the same headquarters.

C. C. Sampson has been promoted to general agent, freight department, of the New York Central System at Tulsa, Okla., instead of traveling freight agent, as incorrectly reported in the *Railway Age* of December 5.

J. C. Prude, livestock agent of the Chicago, Burlington & Quincy at Denver, Colo., has been promoted to assistant general livestock agent, Lines West of the Missouri river, with the same headquarters, succeeding **J. T. Neavill,** assigned to other duties.

R. E. Birkholz, commercial agent of the Minneapolis, Northfield & Southern and the Minnesota Western at Kansas City, Mo., has been promoted to general agent at that point, succeeding **L. H. Schreiber,** who has been granted a leave of absence for military service.

L. S. Rand, general superintendent and traffic manager of the Louisiana & North West, has been appointed general superintendent and general traffic manager, with headquarters as before at Homer, La., and **J. R. Coleman** has been appointed traffic manager, with the same headquarters.

J. G. Weihofen, foreign freight agent of the Canadian Pacific at Chicago, has been transferred to Detroit, Mich., succeeding **G. F. Nichols,** who has been granted a leave of absence for military service, and **M. J. Flynn** has been appointed acting foreign freight agent at Chicago, relieving Mr. Weihofen.

W. A. Hart, general chief clerk in the freight traffic department of the Northern Pacific at St. Paul, Minn., has been promoted to assistant general freight agent at that point, succeeding **E. G. Anderson.** Mr. Anderson, with the same title and headquarters, has been assigned the duties of **J. J. Heron,** whose death on November 6 was reported in the *Railway Age* of November 14.

Carl A. Riebling, division passenger agent of the New York Central at Buffalo, N. Y., has been appointed general baggage agent, with the same headquarters, succeeding **William M. Skinner,** who will retire on January 1, after almost 50 years of service. **R. W. Bratton,** division passenger agent at Syracuse, N. Y., will succeed Mr. Riebling, and **Theodore R. Ruth,** ticket agent at Grand Central terminal, New York, has been appointed to succeed Mr. Bratton. The appointments are effective January 1.

John A. Rogers, superintendent of the Canadian National, with headquarters at Ottawa, Ont., has been promoted to assistant general superintendent of the Alberta district, a newly created position, with headquarters at Edmonton, Alta., as announced in the *Railway Age* of December 5. Mr. Rogers was born at Cayuga, Ont., on July 19, 1883, and attended the Royal Military College, Kingston, Ont. He entered railway service in 1904 as a draftsman of the Illinois Central at Chicago and went with the National Transcontinental Railways (now part of the C. N. R.) as an engineering assistant in 1905. He later served as a resident engineer of the Mackenzie Mann Company at Edmonton, Alta., and as division engineer on the Canadian Northern (now the C. N. R.) at Saskatoon, Sask. During World War I he engaged in military service, then returning to his former position at Saskatoon. In 1927 he was promoted to assistant superintendent, with the same headquarters, and in 1930 he was advanced to superintendent at Prince Albert, Sask. Mr. Rogers was transferred to Hornepayne, Ont., in 1930, to Allandale, Ont., in 1934 and to Ottawa in 1938.

MECHANICAL

R. Reymond has been appointed road foreman of engines of the London division of the Canadian National, with headquarters at Mimico, Ont., and **C. R. Patterson** has been appointed road foreman of engines of the Belleville division, with headquarters at Lindsay, Ont.

SPECIAL

William M. Dickson, captain of police of the Atlantic Coast Line, was promoted to assistant superintendent of police, with headquarters at Wilmington, N. C.

J. W. Oram, whose promotion to assistant chief of personnel of the Pennsylvania, with headquarters at Philadelphia, Pa., was announced in the *Railway Age* of December 5, was born in 1909, at Shamokin, Pa. After receiving his B.A. degree from Princeton university in 1932, Mr. Oram commenced his legal studies at

J. W. Oram

the University of Pennsylvania Law school, and was admitted to the bar in 1935, following which he entered the Pennsylvania's legal department as a law clerk. He became assistant solicitor in 1936, and on March 12, 1942, was advanced to assistant general solicitor. In his work in the legal

News Department continued on second right-hand page

department, Mr. Oram has specialized in the laws affecting the relations between labor and management. The special knowledge so acquired will be used to advantage in his new post in the personnel department.

Ernest W. Hull, district manager of public relations, Eastern Lakes department, of Railway Express Agency at Cleveland, Ohio, has been appointed assistant to the general manager of public relations, in the department of public relations, with headquarters at New York, succeeding **J. S. Gorby,** who has been commissioned as a lieutenant in the United States Navy. **Robert G. McLain,** district sales manager at Omaha, Neb., has been appointed to the newly-created post of supervisor of public relations in the department of public relations, with headquarters at New York.

Joseph E. A. Gibault, assistant general manager of the Atlantic region of the Canadian National, with headquarters at Moncton, N. B., was appointed assistant chief of research and development, with headquarters at Montreal, Que., succeeding **W. M. Armstrong,** whose appointment as general manager, Canadian National Telegraphs, was announced in the *Railway Age* of November 14. Mr. Gibault, who was born at St. Jerome, Que., began his technical training at Mount St. Louis Institute, Montreal, and was graduated from the Polytechnical school, University of Montreal, with degrees in civil and mining engineering, in 1910. During his student days, Mr. Gibault had practical experience as a concrete inspector on the Montreal aqueduct and also as chainman and rodman of the National Transcontinental (now Cana-

Joseph E. A. Gibault

dian National). After graduation he was employed for a time as a draftsman and designer at Pittsburgh, Pa., subsequently returning to Canada as an employee of the National Transcontinental. In June, 1915, he transferred to the Canadian National as resident engineer, at Cochrane, Ont. He then served as division engineer successively at Quebec, Que., and at Levis. In April, 1924, Mr. Gibault was appointed to the Bureau of Economics in a technical capacity as assistant engineer. In September, 1927, he returned to the Canadian National as superintendent of the Levis division, being transferred to Montreal in July, 1931, and to Campbellton, N. B., in September, 1932. In August, 1940, Mr. Gibault was appointed assistant general manager of the Atlantic region at Moncton, which position he held until his recent appointment.

ENGINEERING & SIGNALING

L. C. Dickinson, assistant general signal engineer of the Union Pacific at Omaha, Neb., has been promoted to general signal engineer, with the same headquarters, succeeding **F. W. Pfleging,** whose death on November 17 was reported in the *Railway Age* of December 5. **T. W. Hays,** signal engineer of the South-Central district, with headquarters at Salt Lake City, Utah, has been advanced to assistant general signal engineer at Omaha, replacing Mr. Dickinson. **R. B. McArdle,** supervisor of signals at Salt Lake City, has been appointed signal engineer of the South-Central and Northwestern districts, with the same headquarters.

OBITUARY

P. Compton Miller, vice-president in charge of real estate of the Hudson & Manhattan with headquarters at New York, died suddenly on December 15 in that city. Mr. Miller was 65 years old.

George K. Oliver, assistant passenger car foreman of the Baltimore & Ohio Chicago Terminal, Chicago, and for a number of years secretary of the Car Foremen's Association of Chicago, passed away of a heart ailment at his home in Chicago on December 2, 1942.

James Clark Wallace, general auditor of disbursements of the New York Central system at New York, died on December 12 at a hospital in Riverdale, N. Y., after an illness of several months. Mr. Wallace was born on May 22, 1874, at Battle Creek, Mich., and entered railroad service with the Michigan Central in 1903, continuing with that road until 1906, when he went with the Delaware, Lackawanna & Western at New York. In 1909 he was appointed examiner for the I. C. C. at Washington, D. C., serving in this position until 1911, when he entered the services of the Cleveland, Cincinnati, Chicago & St. Louis as auditor of disbursements at Cincinnati, Ohio. In 1912 he was appointed assistant auditor, with the same headquarters, and in 1918 became assistant federal auditor at Cincinnati. He was appointed auditor at that point in 1920, and in 1924 became general auditor of the Big Four, as well as general auditor and auditor of several subsidiary companies and auditor of the Cincinnati Union Terminal Company, all with headquarters at Cincinnati. In August, 1931, Mr. Wallace was appointed general auditor of disbursements of the New York Central at New York, the position he held at the time of his death.

B. F. Allen, recently appointed assistant to the chief finance officer of the Seaboard Air Line, whose death on December 4 was announced in the *Railway Age* of December 12, was born on May 9, 1890, at Shelby, N. C. Mr. Allen entered the service of the Seaboard Air Line in 1905 as clerk in the office of the auditor of freight accounts at Portsmouth, Va. In 1906 he was appointed clerk in the yard offices of the Southern at Pinners Point terminal, Va., remaining in this position until 1908, when he became regimental headquarters clerk in the U. S.

B. F. Allen

Army, at San Antonio, Texas. In 1909 he returned to railroad service as clerk in the office of the auditor of freight accounts of the Seaboard Air Line, with headquarters at Portsmouth, and in 1910 went with the Norfolk Southern as traveling auditor. Upon returning to the Seaboard Air Line in 1912, he became cashier and station accountant at Portsmouth. From 1914 to 1917 he served successively as station accountant, chief clerk, and general foreman of the Savannah terminals, with headquarters at Savannah, Ga. Mr. Allen left railroad service in 1917, returning in 1918 as accountant in the office of the comptroller of the Seaboard Air Line at Baltimore, Md. From 1920 to 1932 he served successively as stores auditor, assistant to the auditor of disbursements, assistant to general auditor and assistant general auditor, and in 1932 was appointed auditor of disbursements. In October, 1934, Mr. Allen was appointed treasurer for the receivers of the Seaboard Air Line at Portsmouth, serving in this position until December of this year when he was appointed assistant to the chief finance officer, the position he held at the time of his death.

WOMEN EMPLOYEES UNIFORMED.—Specially trained women employees of the Pennsylvania now on duty in its stations and city ticket offices—replacing men who have gone into the armed services and providing some of the additional assistance necessary because of heavy war-time travel—have now donned trim military-type uniforms. Dark blue serge jacket and skirt, white blouse, black bow tie, and smart blue "overseas" cap make up the uniform. The P. R. R. insignia appearing on the cap may be easily removed, transforming the uniform into a business suit which can be worn to and from work. The uniform is also worn by women information clerks on duty outside station ticket windows, who direct passengers to proper windows, answer questions and otherwise guide patrons.

GET TOGETHER DEPARTMENT

EDUCATIONAL

Educational Services for RAILROAD MEN

Maintenance of Way—
Mechanical—
Signal—
Operating—
Engineers and Firemen—
All Supervisors—

The Railway Educational Bureau
Omaha, Nebraska

WHEEL LATHE

36" Niles, No. 5
(center driven)
for turning wheels mounted on axles

IRON & STEEL PRODUCTS, INC.
13486 S. Brainard Ave.
Chicago, Illinois

"ANYTHING containing IRON or STEEL"

Use Space Here

FOR SALE

RAILROAD SCALES, CRANES, etc.
One-BUDA 80 ton railroad scale, 46 ft.; One Fairbanks-Morse type E 150 ton railroad scale, 50 ft.; one 15 ton Brownhoist locomotive crane. Also several overhead electric traveling cranes; railroad steam locomotives; relaying rails; spikes and bolts. Write for complete information.

SONKEN-GALAMBA CORP.
108 N. 2d St., Kansas City, Kans.

WANT TO PURCHASE

4 inch O. D. boiler tubes; steel pipe of all sizes, Valves; Fittings; Industrial plants; mills; railroads; trackage; etc.

WRITE, WIRE OR PHONE
SONKEN-GALAMBA CORP.
108 N. 2d St. Kansas City, Kans.
We buy and sell.
Get our quotations.

AT BIG SAVINGS

Locomotives, railroad equipment and accessories; machinery; boilers; motors; engines and other equipment. Write, wire or phone for prices.

Sonken-Galamba Corp.
108 N. 2nd St. Kansas City, Kans.

Our Name on ALL of your Purchasing Department's Inquiry Lists for

FREIGHT CAR PARTS

MAY—
Insure Necessary Deliveries
Reduce Purchase & Maintenance Costs
Noticeably.

Some items actually available for immediate shipment:

2500 6 x 8 x 6 "D" Couplers

JOURNAL BOXES

3000 6 x 11, Andrews or Arch-Bar
3500 5 x 9, Andrews or Arch-Bar
2600 5 x 9, Vulcan
500 4¼ x 8, Vulcan
5200 5 x 9, Journal Box Wedges
500 Draft Springs, 7¾ x 9½, D.C.
400 Bolsters, Cast Steel. Box Type.

TRUCK SIDE FRAMES

898 5½ x 10, Andrews
158 5½ x 10, Vulcan
212 5 x 9, Andrews
224 4¼ x 8, Vulcan

Bettendorf Company's final inventory of New Truck Frames—Bolsters—Center Sill Ends—Fillers—Plate Supports—Draft Lugs—Box Lids—Spring Planks, both formed and not formed—also their Spring Plank Dies.

Request our Stock Lists

WHAT HAVE YOU TO SELL OR TRADE FOR?

IRON & STEEL PRODUCTS, INC.
37 Years' Experience
13486 S. Brainard Ave. Chicago, Illinois
"ANYTHING containing IRON or STEEL"

GET TOGETHER DEPARTMENT

FOR SALE

1—80 Ton Baldwin ELECTR. SWITCHING LOCOMOTIVE; 600 HP., 25 cycles, 190 V., 650 Amps.

1—52 Ton Americ. Loc. Co., GASOLINE-ELECTR. DERRICK LOCOMOTIVE; 175 HP.

Both Standard Gauge.

Also *Diesel Motors, Generators, Transformers, Compressors,* etc.

ASSOCIATED METALS & MINERALS CORP.
40 Rector Street
New York, N. Y.

WANTED!

16, 20, 24 or 30 cubic yard
AIR DUMP CARS
Any quantity, type, make or location. Also 10 to 30-ton Gas or Diesel Locos.

IRON & STEEL PRODUCTS, INC.
38 years' experience
13486 S. Brainard Ave.,
Chicago, Illinois
ANYTHING containing IRON or STEEL"

FOR SALE

A good time to buy 2 Diesel electric locomotives, 1000 h.p., tractive over 50,000 each.

A. V. KONSBERG,
111 W. Jackson Blvd., Chicago

POSITION WANTED

As Manager or Superintendent short line railroad. Age 47 years. 25 years' experience rail transportation. At present employed as Supervisor large trunk line.

Address Box 595,
RAILWAY AGE,
30 Church St., New York, N. Y.

Use Space In This Section

CHRISTMAS SEALS

.... Protect Your Home from Tuberculosis